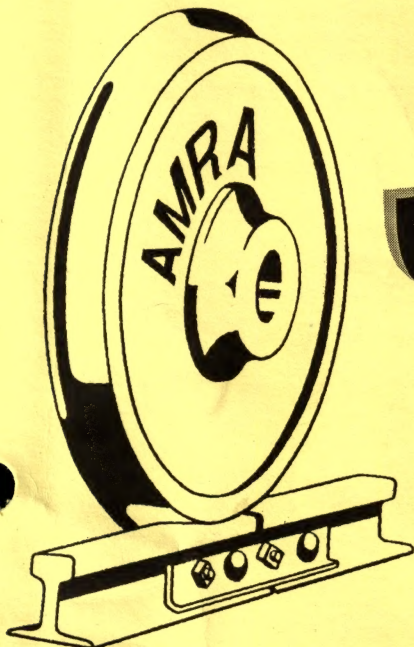


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• Australian Model Railway Association



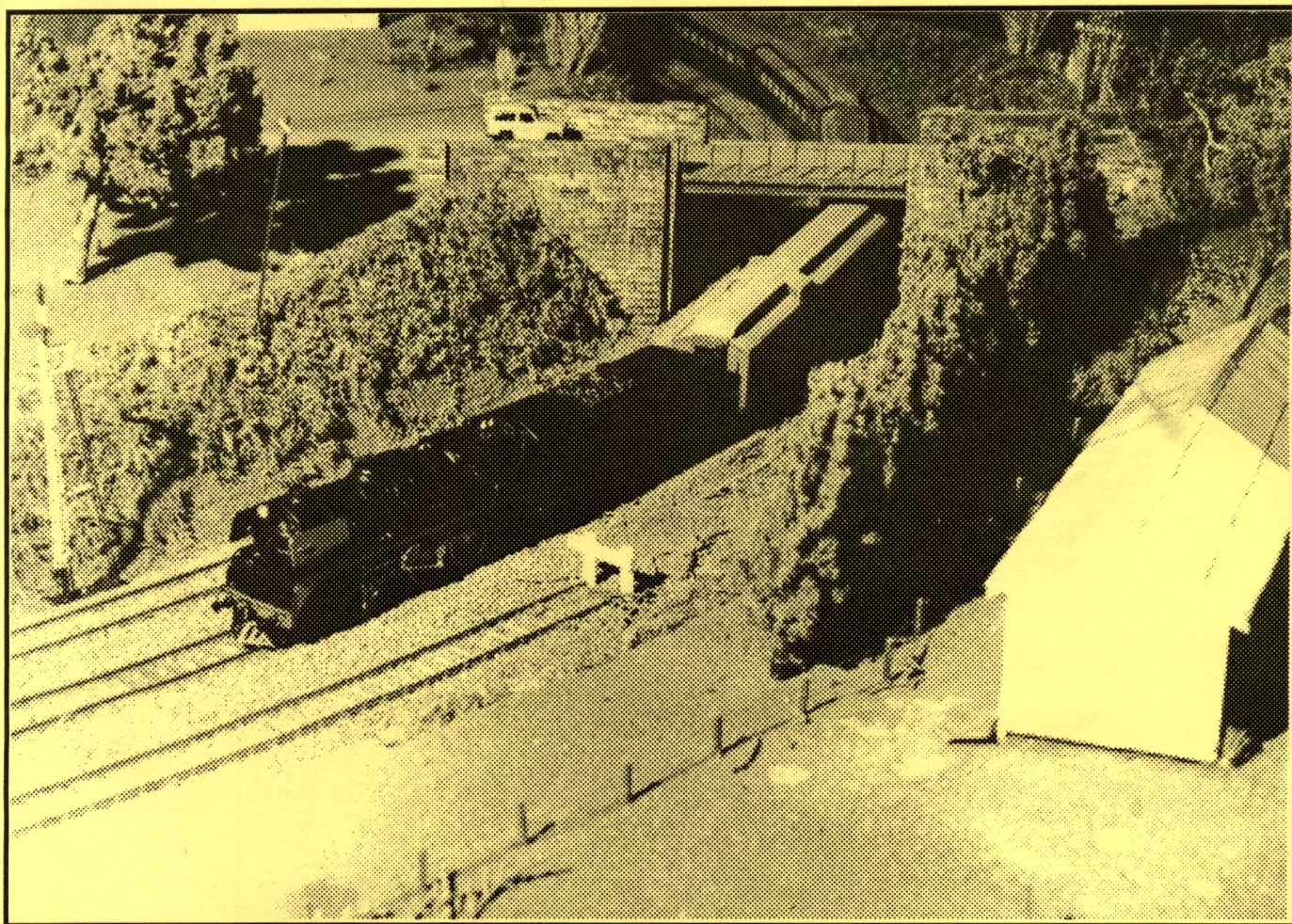
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November - December 1996

Volume 45 Number 234



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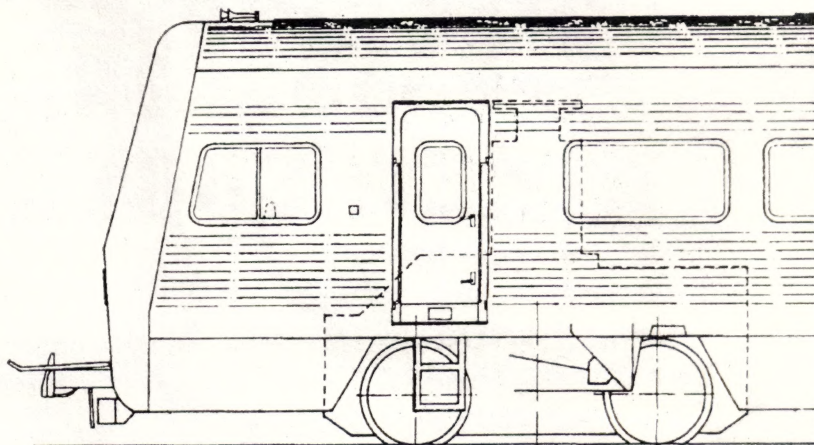
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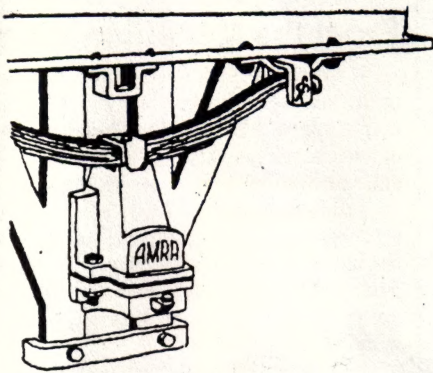
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JOURNAL BOX...

Editorial

When one becomes Editor of a publication like JOURNAL, published for the general good of its readership, which collectively comprises a closed circle determined by membership of a nationwide association, one comes to a realisation that one has assumed a responsibility, unsought and unanticipated. Not only must one ensure there is full opportunity for the expression of views of the total membership, but seek to put forward, in as unbiased a fashion as possible, a summation of those differing views, as expressed by various individuals, or on behalf of component parts of the association.

It is in this spirit that I draw your attention to our (Association's) Federal Constitution, the recent amendments to which are discussed elsewhere in this issue by the Federal Secretary. It must be said that these amendments, in general, have brought it much more in line with the needs of the Association as it is today, with close to 1000 members and branches in several states. When our Constitution was framed, in 1951, the Association consisted of only some 30 members, all in one state. At that time, it was ideally suited to the requirements of the Association and, indeed, was taken by a number of lending institutions as a model (no pun intended) for the constitutions of similar small bodies, or groups of like-minded people, having specific, restricted interests! That was before the days of the Association's Incorporation Acts (or similar) of the various States of the Commonwealth.

The recent amendments to our Constitution have all been put forward by thoughtful, sincere members, deeply caring for the welfare of our Association. They have addressed specific shortcomings in the document which lays down the rules by which the AMRA is to be governed, but which, at the same time, imposes restrictions on the manner in which those rules are to be applied.

But there remain numerous shortcomings not yet addressed. For example, there are strict constraints on the times allowed for various operations, required by the Rules, to be completed, thereby making the application of those same rules impossible! I kid you not!

Those existent time constraints are not the only deficiencies remaining in our Constitution, as it stands after the recent amendments. It is not unreasonable, I suggest, to say that what is needed is an impartial overview of the whole of the document, to ensure that there shall be, at some time in the future, a revision in its entirety, in the interests of more efficient operation and for the benefit of all the State Branches and the total membership.

I understand the Federal Secretary is compiling a list of all these perceived deficiencies for presentation, in due course, to all members. I commend his efforts and his researches to your support and co-operation.

Neil R Riches

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On the Cover

An R Class rounds the bend on an up train heading towards Kyneton at the 1994 Victorian Branch Exhibition at Camberwell.

Photo Geoff Brown

Editorial Deadlines

The deadlines for the next issue (January-February 1997) will be 19th December for hand written articles, 24th December for neatly typed articles and State News and articles on floppy disk (IBM format either 3½ or 5¼) and 15th January for addresses and envelopes. Collating and posting is expected on 20th

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Notes from the Registrar

Righto Boys and Girls; school's in and the first lesson deals with membership numbers. On the address label on the JOURNAL envelope in the top left is a letter and seven numbers. The letter indicates the State, the next three numbers the code number for the Area sorting centre to which the following post code area is attached. It has nothing to do with the membership number, which follows these numbers in the top row and is printed M/ship No 1234 or whatever is the case. Now to the Membership card: the number on the top right corner is the card and receipt number - again nothing to do with membership number, which does appear underneath the name of the Association and is written with an indelible pen, but on the renewal forms I have so far received some have given the post code, others the receipt number and quite a few have placed a "?" for their membership number! Boy, how can you win?

The next item is Student Member and Family member. Our Constitution defines a Student as from their 10th birthday to completion of Secondary

Education, while on the Application form it is further defined as High School or equivalent and attaining the 18th Birthday.

A Family Member is the SPOUSE or dependent Student Child, but I have bent the rules at times when the Applicants do not comply

strictly with the definition, but more attention should be paid to this matter.

Also - on the Application Form is a line, Date of Birth (if a full time secondary student). Most do fill this in if joining as a Student but it is rarely done when a Family Student is involved and then we have no idea when 'time is up'. However, I have received application at times with a date on which makes them pretty elderly "Students"

Most Renewal Forms arrive with the top information OK; exceptions being the above reference to M/Ship Nos and some missing post codes. Because Australia Post has changed some post codes to different area codes we are having to check quite a lot.

Further down, this form asks for the names of any Family members. These are often represented by a tick or 2, sometimes 4 and then one looks at their cheque or M/O to find whether it represents one or two (or whatever) Family members, then digs out the History cards to find out what names to put on the new membership card.

Another little trick a few have used is to write in their address but make no mention of it being a new one, leaving that for me to find out when crossing their name off the membership list. Of course there is the last request on the form, "Please return this form intact to.....". Maybe the ones who don't get some form of pleasure and do the same to all their bills. Psychologists may have a reason for it.

But; Xmas Greetings to all who have renewed on time.

Norman Read

From the Managing Editor

If the sharp eyed among us have noticed in the last issue and this one that the photographs appear a little grainy, I have just found out the reason (and also the reason why computer software companies are making money).

Just before Journal 233, I bought the latest computer operating system (you know, the one launched with so much hype!) for my computer. I did this because I had also upgraded my computer to a faster machine complete with Pentium processor.

Behold and lo! All worked well except for the photographs which looked they were printed on a 300 dpi (dots per inch) printer instead of the Association's 600 dpi printer.

A week ago, I made contact with the vendors of the page layout programme to find out the problem. Yes, you may have guessed it - my version of Pagemaker is not fully compatible with Windows 95. Hence, for about the cost of one of Lloyd's Model Railways' cheaper DJH kits, I am now purchasing the latest version of Pagemaker. Unfortunately, it will not be available until a week or two after this publication has been sent to our printers. Hopefully, the photos in the next issue will be back to normal.

My little aside under the new members listing in the last issue has drawn a comment from Ted Thoday. Let's hope we can all put our thinking caps on and try to improve our membership levels.

Roger Lloyd

Information and Directory of Office Holders - AMRA

Federal Committee

Federal President	Brian Tyson	22 Tobruk Avenue Carlingford NSW PO Box 150 North Strathfield NSW 2137	02 9872 3512
Federal Secretary	Stephen J Chapman	27 Josephine Crescent Moorebank NSW 2170	02 9824 1295
Federal Registrar	Norm Read	3 Augusta Street Strathfield NSW 2135	02 9642 3828
Federal Treasurer	Ken Edwards	67 Brisbane Avenue Umina NSW 2257	043 431 288

New South Wales Committee

President	Alan Tonks	3/144 Morts Rd, Mortdale NSW 2223	02 9580 7691
Secretary	David Bennett	200 President Ave, Miranda NSW 2228	02 9524 3655
Treasurer	Jack Parker	34 Strickland St, Bass Hill NSW 2197	02 9724 5348
Publicity Officer	Glenn Percival	395 Port Hacking Rd, Caringbah NSW 2229	02 9540 4078

Address all correspondence to:

The Secretary	PO Box 194 Rockdale NSW 2216	
Clubroom address and telephone:	1 Chapel Lane Rockdale	02 9567 1899

Victorian Committee

President	Bob Edwards	P.O. Box 110, Blackburn Vic 3130	03 9802 6887
Secretary	John Harry	68 Lahona Avenue Bentleigh East Vic 3165	03 9570 4406
Treasurer	Stuart Westerman	10 Gardenia Crescent Cheltenham Vic 3192	03 9583 8655
Clubroom address and telephone:		92 Wills Street Glen Iris Vic	03 9885 7034

Queensland Committee

President	Steve Colclough	18 Minstrel Stret Dakabin Qld 4503	07 3886 3246
Secretary	Bob Mawson	633 Webster Road Chermiside Qld 4034	07 3359 1031
Treasurer	Arthur Hayes	21 Madison Street Sunnybank Hills Qld 4109	07 3345 7887
Clubroom address and telephone:		20 Murphy Road Zillmere Qld	07 3862 9633

Western Australian Committee

President	Simon Mead	11 Grant Street Embleton WA 6062	09 276 8745
Vice President	Dennis Ling	245 Anzac Terrace Bayswater WA 6053	09 378 2509
Secretary	Barry Bryant	139 Seventh Road Armadale WA 6112	09 399 1116
Treasurer	Alan Porter	21 Prosser Way Myaree WA 6154	09 330 1848
Clubroom address and telephone:		24 Moojebing Street Bayswater WA	09 377 3456

(Corrections, additions to the directory would be most welcome. Please send them to the Managing Editor)

Secretary's Desk

So the results of the latest vote to change the constitution is completed with a record number of members across Australia casting their vote. Almost a quarter of our membership voted this time with results varying from just making the two-thirds majority in Victoria through 100 percent in favour in Western Australia. This change is therefore now part of our constitution. Hopefully this will be the last constitutional change to be put to the members for some time and will allow us to get back to model railways - which is what we all joined the Association for in the first place.

The number of members who have renewed their membership by the 1st September deadline is up on last year but approximately half of our members were still unfinancial on that date. Time will tell how many of those unfinancial members renew their memberships before 31st October and how many will be deemed to have resigned and will be required rejoin if they wish to continue as members.

With only a few days to go, I had received only four nominations for the new Federal

Committee. Fortunately I was able to arrange to get the required two further nominations by specifically asking members to fill out nomination forms. I am pleased therefore to be able to announce that the current committee have all agreed to accept the new nominations and will be continuing on for yet another year. At this point I would like to suggest that it would make my job easier for next year if a few members would consider filling out nomination forms and sending them to me so that I don't have to chase them.

Who should you nominate, you ask? Well the only nominations received in the past few years have been to renominate the existing committee, so you could try nominating one of us. If a few more of you can manage to do that much next year, it will at least make my job a little easier.

By the time that you read this, the Federal AGM will have been held at the NSW branch clubrooms (8 Nov). I can't tell you what happened there as yet since I am writing this in mid October. For those of you who were unable to attend and feel that you have missed out on having your say, I would like to remind you that all members can have their say at any time of the year by writing to me. I will ensure that all complaints, suggestions and other comments brought to my attention are discussed by the Federal Committee. As for what happened at the AGM, that will have to wait for next Journal.

Stephen Chapman
Federal Secretary

The Managing Editor
AMRA Journal
Dear Roger

I would like to say thanks through our 'Journal' to Footplate Models for a great product and service. Their service is terrific and they deserve a pat on the back!

Arthur Harris

THE POP VALVE!

The Editor
AMRA Journal
Dear Neil

I read with interest the 'AMRA New Members' listing on page 128 of 'Journal' 233 and asked myself the question: "What do we do differently in WA which might have a bearing on the large number of new members signing up here, compared to the other Branches, particularly Victoria and Queensland?"

The first obvious difference is that we have 'The Branchline'; the other Branches do not have a separate newsletter/magazine.

We have two versions of 'The Branchline' - the 'full' version which is distributed to our members. What is not so obvious is that some seventy copies are also provided to the State Library Service which distributes one to each library within the service. These are therefore available to any interested library user.

Secondly, we have a 'Hobby Shop' version, which is one A4 sheet folded to give four A5 pages. This edition contains a message from our President, plus our programme for the coming three months. This issue is distributed free to the hobby shops which sell model railway equipment, for them to give, free, to any interested members of the public.

So, the WA Branch maintains a fairly high profile, without spending large amounts on aggressive advertising. The hobby shops also have posters inviting interested modellers to contact the Branch.

The second 'difference' was highlighted with

the Victorian Branch programme, published in the same issue in their Branch Notes.

The WA Branch averages 16 meetings a month compared to six or seven. In the programme published in 'Journal' 233, Victorian Branch has 26 meetings over a four month period. Of those meetings 15 are for 'timetable running', 5 'junior running days', 3 'social meetings', 2 'clinics' and 1 'running night'. If your interest is in 'timetable running' one is well catered for if one ignores personal 'prototype preference'. A glance through the WA Branch programme will give an indication of the variety of topics covered and interests catered for.

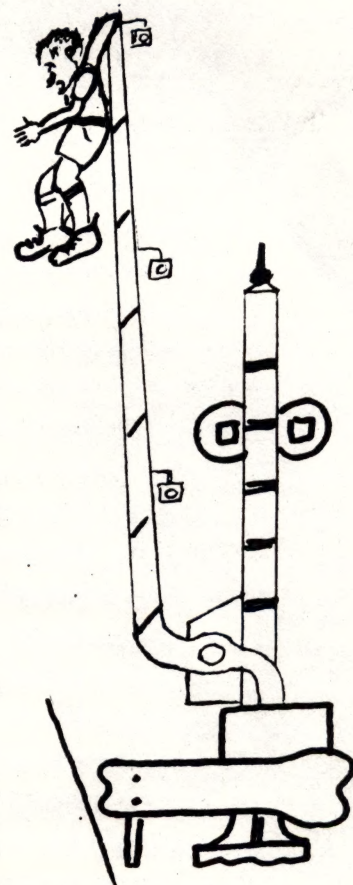
This is a personal observation and is not in any way intended to be a criticism of Victorian Branch

Having been actively involved in the running of the WA Branch, I am well aware of the work load involved in organising the type of programme we run and of finding members knowledgeable in particular topics, with suitable public speaking skills, who are prepared to lead the various sessions. As the present Editor of 'The Branchline', I also know what is involved in compiling and publishing a bi-monthly magazine which averages between 24 and 32 pages per issue.

Ted Thoday

(In 'defence' of the Victorian Branch programme, the 'Journal' listing does not show the weekly Tuesday night work sessions on the layout or the fortnightly 'Daylighters' meetings on Mondays. By the way, Victorian Branch sub-editors - why aren't these events listed?...Managing Editor)

GET ME DOWN DAD.
SORRY SON. YOU'LL HAVTA
WAIT FOR THE NEXT TRAIN!



R.T.B.

Backdrops

From a talk given by Ian Fainges at the AMRA Clubrooms Zillmere Queensland on Thursday 26 September 1996

This article is about how to make your model layout stretch beyond the timber baseboard.

The Answer is:-

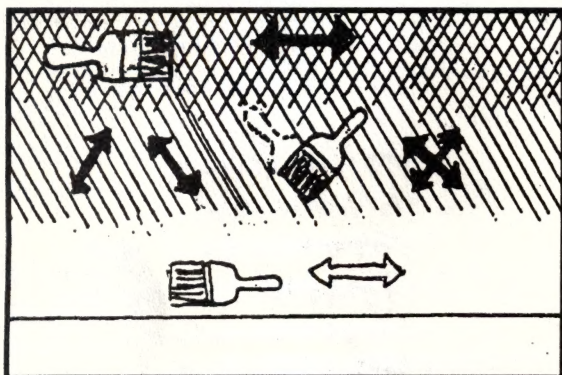
Build a huge layout with hills, valleys and all the topography of an area

OR

Slice out part of the world and project the rest onto a backdrop.

You can become your own director, setting the scene/s your railway travels through. I will try to show, how, with a little bit of technique and gallons of observation - you can attempt your own back drops - YES - everyone - it just means starting. Let's start with the sky - you know, that blue piece of Masonite that you find behind your detailed layout. The sky is not straight blue. At the top it is blue (well in Australia - a strong Cobalt Blue), but this blue can be any shade, depending on what country you model. Observe, look at paintings, photographs, calendars. The blue colour fades to white as you get nearer the horizon.

Background



I use three large brushes, and mix my blue up, by using craft acrylic and white house paint FIRST - painting the blue with one brush, then white with another, and using a third, while both are still wet, I blend the white into the blue. Use crossed diagonal strokes. Voilà! - one sky. On this you can paint clouds.

CLOUDS are grey-blue underneath, then whiter and fluffier where the light hits them and the closer to the horizon, the narrower the blue grey shade becomes, as per diagrams above.

NEXT - we move to the horizon.

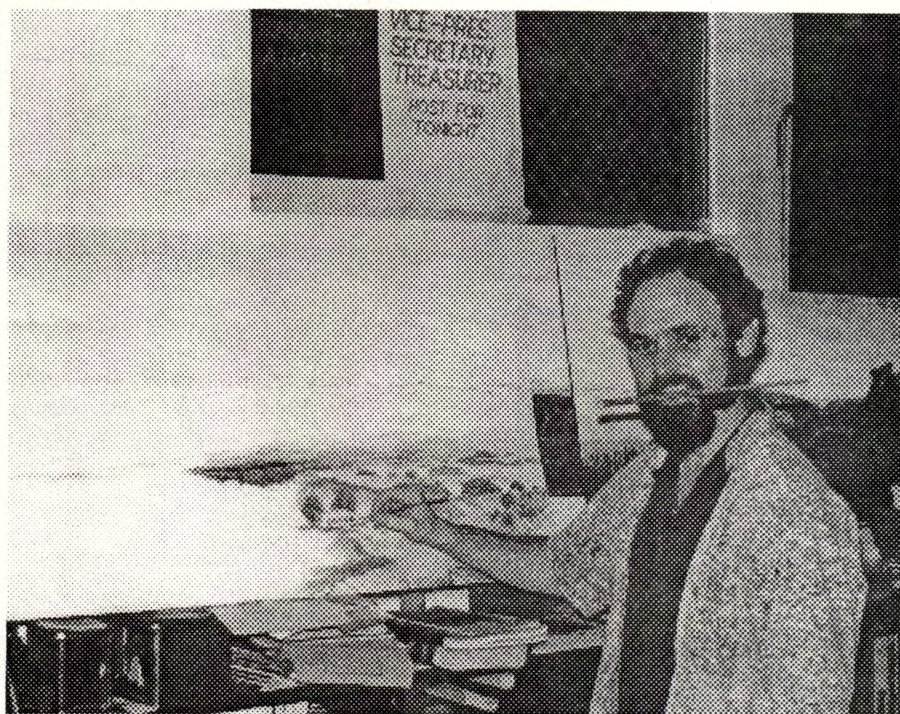
What do we want - a close view, or a sweeping panorama to a distant fuzzy horizon.

Do we want distant hills/ranges OR just sweeping plains as far as the eye can see.

This is where you start to look at the terrain your trains are running through.

Is it Irvingbank, where little trains run through rugged ranges.

Fast freight sweeping past the Glasshouse Mountains OR



Ian Fainges presenting 'Backscenes' at Zillmere - Thursday 26 September 1996.

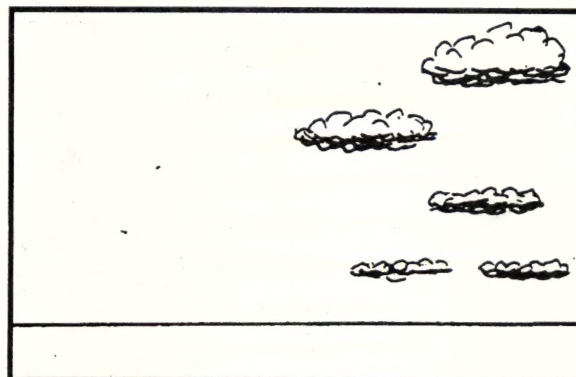
Photo by Steve malone

Clouds

Blue

White

Horizon



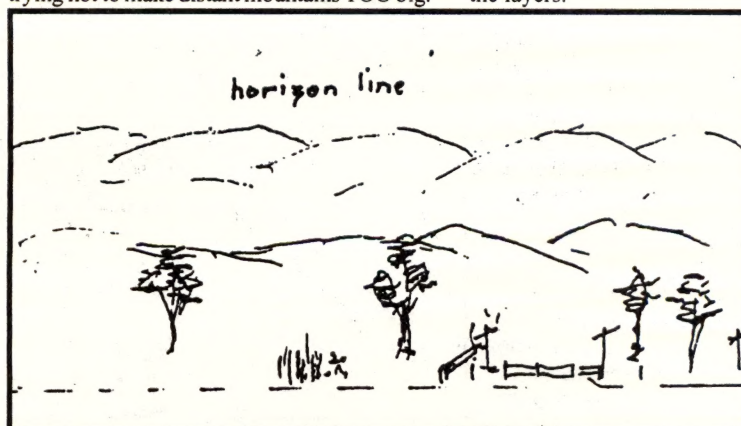
One of the western lines that run over flat grassland.

IT'S UP TO YOU.

If the Layout is on the flat and there are mountains behind, then use flat area (low horizon) and put your mountains across the line, trying not to make distant mountains TOO big.

This is where distance affects colour. The further away green hills are, the more blue-purple they get and in some areas even a tinge of red creeps in.

SO, working from the horizon you have chosen, start building the background towards you, putting more and more detail as you build the layers.



Looking from height (top)

Middle

Flat area (bottom)

Ian Fainges demonstrates another point during his presentation on 'back-scenes' Photo Steve Malone

Try thinking of the three important areas before you start Distant - Middle - and Foreground.

Keep all your fine details to the foreground, BUT not TOO detailed, because your layout terrain is the super detailed part, or the really close foreground of an Artists painting. Some other things to consider when painting a backdrop are:-

The Light Source (where is the sun)

Perspective (especially buildings/man made objects)

Setting Scenes

Colour Variation

Shapes of Trees

Vegetation.

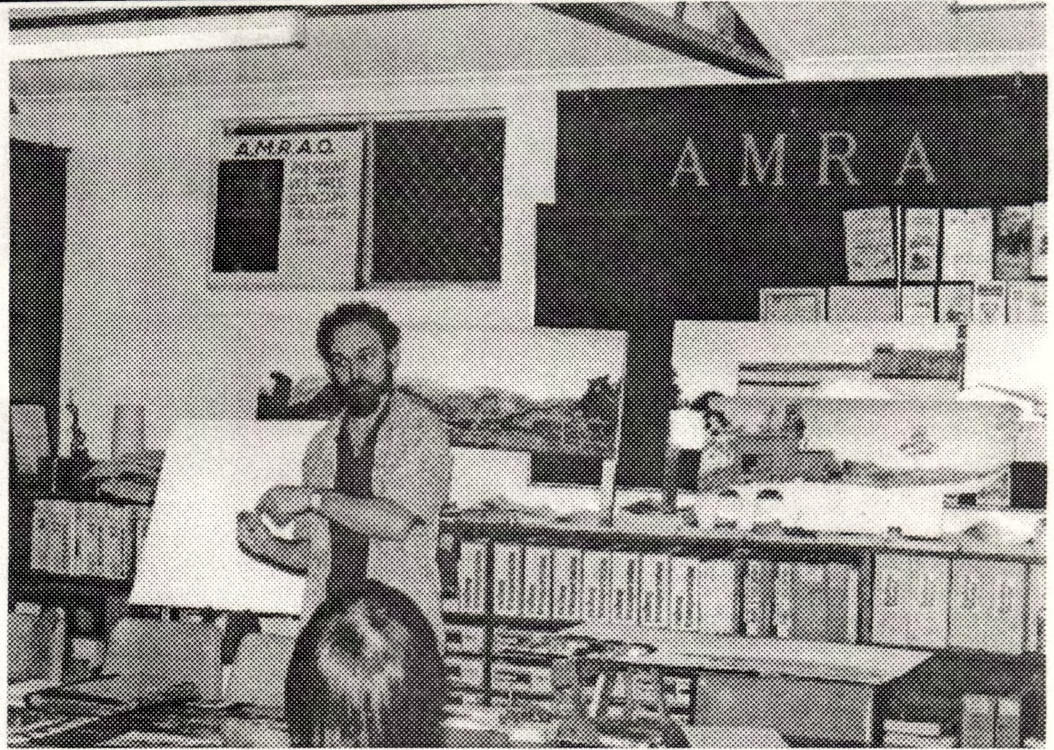
Light Source - is important in giving an idea where the

SHADE/DARK areas appear and where to place the highlights. The sun can be anywhere and you can even theme your layout in a time of day, month and weather condition.

Just look around and keep your camera handy, also clip out any photo/painting, from those women's magazines which may help you to start to see the play of light and shade.

Perspective - try by interspersing man-made objects which have difficult technical perspective with natural objects that aren't so influenced by perspective. Try doing set scenes and making the vanishing points stretch out, which make the building look part of a broader diorama.

Setting Scenes - Take the time to make the scene part of the layout. Let it set the stage for the locos and rolling stock.



Some ideas - Using flats and half-reliefs, then adding some backgrounds and large buildings, which are beyond the layout giving more room for track

ALSO connect each scene with view blocks - hills, curved backdrops, trees. Colour Variation. - By using a couple of colours in the backdrop, and here and there adding a primary colour for contrast, as well as reflections and highlights.

Shapes of Trees - Look at the shapes trees take, walk around them, look at them from different angles, then look again and sketch what you see - don't worry - no-one but you needs to see the thumbnail sketches.

Vegetation - The way undergrowth, grass, weeds grow. Look at the way they inter-relate, you don't have to be exact, but enjoy the

contrast and even add a bit of colour with wild flowers and weed flowers.

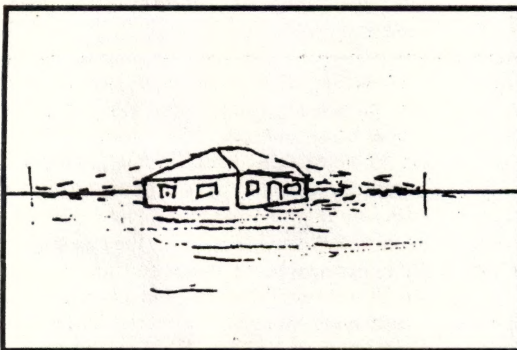
In Summary - the most important thing I can leave you - is the fact that these notes are just a starter motor to get you thinking of another part of your layout and you don't have to be Rembrandt - Hey you could even be a Van Gogh (if you don't mind missing an ear), "Blue Poles" - I don't think it would work, ha! ha!

I hope you find it informative - AND - when you do your own backdrop, YOU have the pleasure of an individualised, personal work of ART.

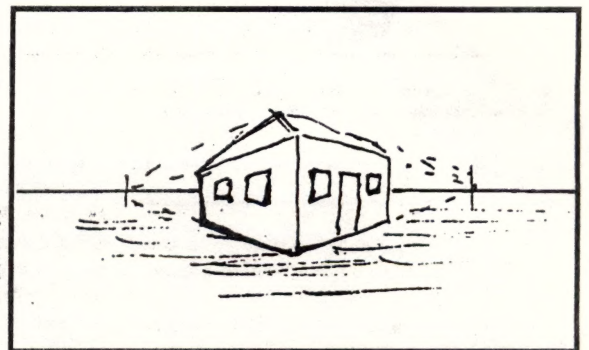
And MODEL RAILROADING IS ART.

Ian Fainges
Amateur Painter & Fellow
Railroader

Perspective



Left
Vanishing points
wide. More convincing



Right
Vanishing points
near. Does not look
as convincing

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\$350

Contact Arthur Harris
(02) 9525 8987

More Memories

by AW MacDonald

Events I have related, about vandals, incidents that cost fines, experiences (both unwanted and memorable) which surface when my mind wanders back into the past, all seemed to happen with monotonous regularity. One event which did not cause me to lose any sleep occurred at Murrarie, but would have been serious for the instigator. Our job involved shunting at that station. Part of the action was to break up a train and place hoppers of coal for the Doboy Powerhouse. These hoppers had been brought in by Ipswich men. We broke up a train and placed a rake of hoppers at the start of the wires for the electric loco, from the powerhouse, to pick up. We then began to marshal a train of empties, which required us to go out on the main line and come into the yard at the entrance. As we moved through the points off the main line into the yard, thumping and banging occurred, similar to the sounds I had previously heard when passing through catch points at Dutton Park. But, on this occasion the noise was brought about by the Signaller throwing the points under us between the loco and the tender. Result - the engine was where it should have been, but the tender had gone back down the main line with its wheels on dirt. I've heard it said your luck would change for the better if you touched a Chinaman. Perhaps, at that point in time, I should have made a move in that direction.

During the years 1954 to 1968 I heard many stories from Drivers and Firemen, of events humorous or serious. Some of the serious covered everything from "when we dropped a plug" to someone being killed by going under an engine. There were many stories of near misses on level crossings and in other incidents. In my years on the Southside working, I had two near misses on crossings - some motorists trying to self destruct. Close

shaves don't matter, but they are worth describing.

The first instance occurred on the Stanley Street level crossing close to Coorparoo Station, about 8 pm at night. Inbound, running downhill from Norman Park, we were scamp-ering fairly well with our four coaches. As we approached the crossing, the driver, Keith (Bluey) Jones, slammed the brake handle hard to 'emergency'. I was looking out on my side of the loco and saw a small sedan clear us with only inches to spare. "Bluey" saw the car approach from his side and it drove around the booms which were down. This is an all too common occurrence by impatient motorists. Now my wife tells me she has also done this!

And as I write this in September 1996, only a few weeks have passed since there was a fatality at the Coopers Plains crossing, because a motorist drove around booms in the down position. But, I suppose what will be, will be - forty years ago a man was killed on a crossing on a branch line out in the South Burnett area when his car ran a dead heat with a train. That train was the only one to travel on the branch, on a once-a-week basis.

My second close call occurred with a young Driver, both of us about the same age, as was "Bluey" Jones. Driver Ron Pidd and myself worked 206 to Manly, ex South Brisbane at 6 minutes past 5 pm. We put the train away and stabled the engine. It was to be a fresh engine for the Manly crews to work the following day. Soon afterwards the Manly men arrived after finishing their final run for the day. We took over their engine and, after turning, we set off light engine for the Gabba. About 8 pm out of the station yard and straight onto the bank down to Wynnum Central. "Piddy" let the engine have its head as was the norm. Then, as we neared the level crossing at the foot of the bank, right at the en-

trance to the station, Ron brought the engine under control so we would go across the road at walking pace. The crossing did not have boom gates, but was only protected by signs and lights and did not afford a car driver a clear view if a train was approaching. The engine was on the point of entering the road when I heard the noises associated with an emergency brake application and out of the corner of my eyes, I saw Ron with his head wrapped in his arms, while on my side of the loco I saw a Ford 'Twin Spinner' airborne and on the point of rolling over. However, it came back down on all four wheels, onto the bitumen, under control, then sped off like the proverbial bat out of hell. It seems the car driver put the wheels on one side of his car over our cow catcher, which on PBs, poked out some distance ahead of the buffers - a fact which also stopped these locos being coupled up head-to-head.

At times when I related these events to other engine men, some had also been in similar situations. It appears no damage is likely, provided the engine is close to stationary and the car is travelling fast enough.

Over the same fourteen years, interspersed with 'near misses', there were a total of five level crossing accidents. In every case, I was involved; fortunately no one was killed or even injured. The first to happen was so close to being a near miss, it could hardly be classed as a level crossing accident. But over several years after that incident, each subsequent 'hit' became bigger and more disastrous; the fifth one being as big as you would ever want, without someone being killed. More about that subject later.

By the way, the term 'drop a plug' refers to the lead plugs in the crown sheet, so that should the boiler not have sufficient water, the lead will melt and the escape of steam will douse the fire. When that happens, you are really in trouble.

(It was a delight to receive this article from Alan; again in his beautiful handwriting. That must mean his health has improved. Editor)

It Occurs to Me

by Leggy Mac

"There comes a tide in the affairs of many which, taken at the flood, leads on to greater things."

So goes advice from an old English man of letters, the Bard of Avon, old Will himself.

Then there's the old proverb of "If at first you don't succeed have another bash"

It's quite sound advice in all spheres of human activity, not least in the pursuit of our hobby. Always look to improve things.

Perhaps your favourite activity in model railways is building locomotives steam outline or diesel, or rolling stock, passenger or freight. Maybe you are into creating scale buildings, houses, shops, churches etc. Maybe you are into reproducing bridges and similar structures in miniature. Whatever it may be, it is your line, so carry on and enjoy doing it.

No, it is quite on the cards that there some competitions may be held. If so, do you en-

ter? Do you think about entering? In most organisations like ours, there are sure to be good, bad and indifferent makers of models. The good ones, of course, are expected to be among the winners. Naturally their talents will normally show up. The others, who are not so good, have been known to say "What's the use? I'm not as good as that so I could not win. I won't bother!"

Now that, in my opinion, is giving up the race much too easily. Study what the good blokes do and prepare for the next competition right after then. Study and ask questions to ascertain if anyone is prepared to show some favourite special techniques. Do not be afraid to experiment with different materials and new methods.

You may not be as good as the champions now but who is to say that you will not improve. That is, if you want to be better and are willing to put the effort into it. Of course, these two provisions will come to pass automatically if you are fed up with being in the second (or even third) string.

Let us consider the newcomer to the hobby, be he/she, of young or mature age. It should

not take long for other members to assess his/her ability and desire. Then our newcomer should be encouraged? Mind you, this process should be carried out carefully, so that the learner feels that he/she is working on his/her own ambition and not being chivvied along by the established fellows. If the new person thinks he/she is being pushed and not progressing fast enough, a feeling may come that they are not good enough and give it all away. It is no shame being a slow developer. In time, such people can make many valuable contributions to the hobby.

Talents can be encouraged by competition, especially if that competition is friendly and criticism of the models which do not score highly is tempered well with advice showing willingness to help. It can come easily and well from the Winners as long as not made too obvious. In a word - guidance not direction.

Competition is needed to find out for each and every one of us where we can improve our skills and, in time, contribute to our individual benefits and to that of the association of which we are members □

Have You Seen?

by Ted Thoday

"Continental Modeller" August.

Specifically A.M.R.A. member Robin Lumley's report on Arid Australia Groups' Guinness Book of Records attempt on the world record for the longest model railway train.

"Railway Modeller" August.

Railway of the Month is Port St. George, a harbour side layout in 009. Construction of a 4mm scale model of a LSWR 700 class 'Black Motor' 0-6-0 from a Jidenco kit. Prototype information, drawings and photographs of four LNWR wagons. Plan of the Month is Bolton Priory Junction, an extensive 00 gauge loft layout. The Peco 'N' scale turntable upgraded. An update on the Cardiff-Weymouth trains. Vintage gauge one in the garden. Scale drawings, photographs and prototype information on BR Class 42/43 'Warship' B-B locos. Letters from the Loft part 3 - more electrical and working accessories. The Golden Grove Ironworks, industrial modelling in SM32. An alternative storage yard - vertical stock stabling explained. Portwrinkle, a seaside terminus layout in 00. Student Modeller describes exhibiting Cliffside at the Brambleton 1996 exhibition. Latest Reviews looks at Limited edition Class 50 commemorating Pecos Golden Jubilee; Parkwood Models china clay hood wagon body kit in 'N' scale; four new loco and a DMU in new liveries from Hornby; Derwent Etchings 2mm scale kits for Midland clerestory coaches; 'N' scale platform system from Peco; HML Models Midland bridge sides in 'N'; 'N' scale wagon loads from PS Systems; 3mm kits catalogue from Dave Finney; Gauge one items from the Wagon and Carriage Works; Parkside Dundas fish van kits in 4mm scale; Fordson tractor in 4mm scale from Langley Miniature Models.

"Railway Modeller" September.

Railway of the Month is Halesowen, a Midland/GWR joint line in 4mm scale. Constructing the Derby Railway Technical Centre Laboratory No. 10 using a Mainline Mk1 coach and Hurst Models conversion kit. Scale Drawings of MSWJR 4-4-4T. Constructing a WCJS dining coach in 7mm scale using a Modellers World kit as the starting point. Property Page is all about structure modelling ideas for all scales, the author demonstrates his art at exhibitions. Todmorden is a prototype location modelled in 7mm scale. Plan of the Month is Kielder Forest in the Border Counties. Detailed constructional drawings for LNWR signal box and all timber station buildings. Crinkley Bottom and Danglely End are to compact 7mm scale layouts. Horselunges, a light railway in 4mm scale. Slow motion signals [and gates and turnouts, etc.] using 'shape memory alloy wire'. A small layout in the bed headboard is the answer to one modellers space problem. Constructing a signal box for SM32 using real stone. Student Modeller describes his dual purpose 00 layout. Latest Reviews looks at 5" gauge live steam 'Rocket' from OS Engines; Victorian four-wheel coaches for 009 from Parkside Dundas; Limited edition Class 47 'namer' in 4mm scale. Romford wheel covers and safety valves from Markits; Lim-

ited edition Class 37 in 4mm scale. Newsdesk has a brief mention, and photograph, of Arid Australia.

"Railway Modeller" October.

Railway of the Month is Dduallt, the Festiniog Railway station modelled in 4mm scale. Construction review of DJH 7mm scale kit of LNER V2 2-6-2. Modelling two slightly different BR[WR] 'Westerns' using the Lima Class 52 model as a basis. Using parcel string to represent a waterfall. Plan of the Month is a dual level plan for 7mm scale in a 3.0 metre x .6 meter space. Askrigg Bank is a scenic North Country layout in 00 [this follows on from the April issue]. Scale Drawings of BR Mk1 coaching stock, types KB/RKB/RMB and SLF/SLSTP/SLC/SLEP with photographs, prototype information and modelling them using Comet and Southern Pride kits. More on trams in Leeds, a follow up on the April 1994 article. Student Modeller describes Nealtan, a dual-purpose layout in 00. Latest Reviews looks at SR 'Queen Mary' bogie brake vans in 4mm scale by Bachmann; Shell storage tanks from Piko; New liveries for Hornby steam and diesel ear models; JCB 4CX excavator from Kibri; N scale PO wagons from Scale Rail; N scale diesel resprays available from N-thusiast Resprays; N Gauge Society kit for 'Trestrol wagon; Electronic devices from M.R. Symonds; LNWR station building components in 4mm scale from Grand Junction; Hornby/Royal Doulton commemorative limited edition plates; N scale tram from The Tram Workshop; Muir-Hill tractor in 4mm scale from Branchlines; Railway Room signs from Bob Kimmings. Newsdesk has information on an inexpensive method of switching multi aspect colour light signals using rotary switches. Garden Railway Specialists conversion kit for Lehmann van to British outline, with more kits to follow; the latest update on Crownline Models future with the release of two new kits!!! this updates Alan Porter's article reprinted from 'The Branchline'.

"Model Railway Journal" No. 89.

Small Suppliers Forum looks at Chris Aspinall's transfers for GNR[I] locos and stock; Lovett Scale Models [an Australian firm] 4mm scale etched brass kit for SR Lord Nelson; Internet site for Protec Hydrocoatings, producers of acrylic varnish coatings; Parkwood Models 2mm scale bodies for GWR/BR china clay open; Comet Models replacement for faulty trailing truck etch in WC/BofB kit; scale corrugated iron from Ambis Engineering; Parkside Dundas 4mm kit for LMS [ex-MR] four-wheel 20T brake; Connoisseur Models 7mm kit for LNER J15 0-6-0; Impetus Models 7mm kits for LNER Y10 and Fowler 0-4-0 diesel-hydraulic shunter; Corgi Classics acquire Bassett Lowke - future plans; lining inks for use with Rotring tubular pens available from Exactoscale; Kirtley Models 7mm scale transfers for SECR, LCDR and SER; Peter Kay's 'photocopies of original material for the railway researcher' [an absolute goldmine, full review must be read to appreciate the information available]; Cheap

& Nasty Kits & Bits rolling stock 'railers'. Containers for 7mm scale using the Slater's kits. Constructing LSWR arc-roofed coaches in 4mm scale based on Bill Bedford etches. S-Scale in the Fells, a large 'home' layout. Constructing a working turntable. Brief descriptions of the Inversnecky and Drambuie, and Rydes Vale, two 2mm scale layouts. Converting a Farish 57xx pannier from 'N' to 2mm. Part scratchbuilding, part kit robbing to make models of 'Paletorpes Pork Sausage' vans.

"Great Western Railway Journal" No. 19.

Hatton in postwar years, words an pictures description, includes OS Map. More loco toolboxes. GA drawing on 43xx class 2-6-0 with short cab. Part five of the Birmingham Hockley goods station story. 43xxs on the Barnstaple line. GWR shunting trucks, part one.

"Steam Classic" July.

The second coming of the Slow and Dirty [otherwise known as the Somerset and Dorset Joint Railway]. The latest news on a number of locomotive restoration projects. Fresh Lines looks at the design detail and working lives of LNER B12 4-6-0s. A visit to Schafberg in Austria and its metre gauge railway described. Coach tours to various loco sheds in steam days. Recollections of a railwayman on the use of banking engines and their operation. More on the Class 2 designs of the LMS.

"Steam Days" July.

Train workings through Yeoford Junction. Photographs of trains on the Inverness to Wick and Thurso lines with brief description of the line. Steam Days at Berwick on Tweed, many photographs of former LNER locos at work. The Great Western eight-coupled tanks. The Embsay Steam Railway before preservation. Special Traffic - fish, the movement of this important perishable produce described, plenty of photographs of trains carrying fish. □

All Done with Mirrors

When laying or repairing track, it is very helpful to be able to get down to track level and sight along the rails, to check for straightness, kinks, humps and joint mismatches. However, when laying extensive yards or long runs of track, it rapidly becomes tedious having to walk up and down and stoop down to look at the track. Often it is not practical to get your head into cuttings and corners to see where you are working.

The solution is to use a mirror. I use a cheap, plastic-framed mirror, about 300 x 200 mm, with the wire stand removed from the back. Without moving, the hand-held mirror can be placed at track height, on either the left or right and tilted to give a perfect view back towards the work-site.

It does not matter if the track is in a cutting, behind a structure or half a metre from the front of the layout. The mirror can give a view from up-close or as far away as you can reach. It can be moved along the track to check the alignment and straightness, or swept around curves to check the smoothness of the curves and transitions.

A mirror can take the neck strain out of track laying and yield improved track standards. Mine also doubles as a cutting board for decals, but that is another item...

Alan McKenna

Whitemetal

by Warren Herbert

Hints and Tips for Assembly of Whitemetal Kits

It is very important to ensure that all parts are clean, free of 'flash' and fit properly. The 'flash line' is easily removed from most areas by scraping with a sharp hobby knife such as 'Xacto' or similar. A round blade has proven more effective than the straight pointed type. Attempt to pull the blade along the 'flash line', and do not try to remove it all at once. Several light strokes along the 'flash line' are better than a single one.

Some areas will be better cleaned up with the use of files. Experience has shown these to be areas where scraping with a knife is not permitted due to space limitations. A final light filing over the previously scraped 'flash line' will also ensure a neater appearance. Take care not to 'flatten' round parts by filing too heavily. Again several light strokes are better than one heavy one.

All locating holes for detail fitting should be pre-drilled to the size specified in the instructions. Sometimes it is necessary to clean out these holes; a round 'rat tail' file is best. Take care not to snap off the tip of the file. Special care is needed for cleaning up the small detail parts. The above mentioned scraping technique is best applied but using the tip of a straight pointed knife rather than the round type. Light filing will also be necessary in the 'difficult to get at' places.

The whitemetal parts should now be brushed lightly with a suede brush to remove all the loose particles of metal from the scrapings and filing. The parts should then be washed in warm soapy water, rinsed and set aside to dry.

The brass etched components can be removed from the 'frets' by either cutting them out with small cutters or by placing the 'fret' on a hard flat surface and tapping the parts out with a small hammer and chisel (keep an old chisel exclusively for this job as it is the easiest way to ruin a good chisel). Whichever method is chosen be careful not to bend or twist the brass parts as it can be difficult to get them flat again. Usually there is very little cleaning up to do on etched brass parts. If the locating tab has not been cut off flush with the part, it will be necessary to file smooth. Again be careful not to bend the parts.

The brass parts can now be folded, as per instructions, along the half etched fold lines. Before washing the brass parts, in the same way as for whitemetal, soak them for about 20 minutes in some acetic acid (vinegar). This will provide a better surface for the paint to adhere to.

Whitemetal and brass kits can be assembled using low melt solder, epoxy resin or 10 second instant glue. Soldering should only be attempted by experienced modellers as it is all too easy to melt the whitemetal components. It is recommended that the kit be assembled into sub-assemblies. The instructions

will be the best place to judge which parts can be built into sub-assemblies.

I use two basic solders. The first one is CARRS No 188. This solder has a short melting range and a low surface tension when liquid. This means that only the minimum of heat is required, so that for sheet metal work the dangers of heat distortion are minimised and a seam can be run very quickly indeed. The low surface tension means that the solder will not fill gaps of more than about 0.3mm, so careful preparation of the joint is required.

A major advantage of this solder is that when two pieces of sheet metal are joined at an angle to each other, no significant fillet of solder will remain along the joint. This is a tin rich solder which has very good wetting properties, due to its low surface tension. It will also take to most metals, provided that the appropriate flux is used. Therefore this is an excellent tinning solder, for it will coat a metal very thinly to provide a coating for other less suitable solders, or where other fluxes might be needed. (Soldering whitemetal to brass or stainless steel, for example.)

With this solder I use CARRS GREEN LABEL flux. This is a modified flux designed to take account of the characteristics of copper and copper based alloys such as brass and nickel silver. It is a corrosive flux and the components should be carefully rinsed after soldering. Apart from its simple use with brass sheet, this is the best flux for "tinning" a soldering iron, since it does not burn away like a resin flux and, provided that you wipe the tip clean after use, it will not be eaten away.

The other solder is CARRS No 70 or WEIC0 LOW TEMP solder which is ideal for whitemetal kits. It will fuse with the whitemetal to provide a strong penetrating joint which will not be brittle like glue. One characteristic of this solder is that after fusing with the whitemetal, its remelt temperature is higher.

No 70 does not make a good joint to brass, unfortunately. The trick is to tin the brass with a thin coating of No 188 solder, clean it, and solder the whitemetal with No 70 using Red Label flux. In effect, you are soldering the whitemetal component to the No 188 solder.

With No 70 solder I use CARRS RED LABEL flux. This is a high activity flux for use with whitemetal. It is very strong at low temperatures. It is possible to dilute this flux at least fivefold and still use it satisfactorily. I suggest that you try it neat first as whitemetal often requires a bit of cleaning to overcome traces of mould release compounds picked up during the casting operation. Cleaning them with abrasive tends to smear such contaminants rather than removing them entirely, however RED LABEL will usually clean them as well.

I use a 40 watt soldering iron for all the brass sheet metal work, but for whitemetal soldering you must use a low temperature iron. There is a number of types on the market; pref-

erence should be for one with an adjustable temperature.

Where parts are to be epoxied together, first ensure a good fit (by doing a 'dry-run') and then carefully apply the adhesive, to one side only and press the parts together. Don't worry if a little epoxy seeps out between the joint. It is much easier to trim it away with a sharp knife when it sets rather than trying to wipe it off. It may, in some cases, be necessary to clamp the parts together while the adhesive sets. Usually propping the parts up with various wooden blocks will be all that is necessary.

The smaller detail parts are best attached using instant glue. It is best applied with the tip of a toothpick or a needle. If strength is required or it is a part that works, preferably use epoxy resin as instant glue does not have good strength in some applications.

After all assembling has been completed, the model should again be washed, in the way already described and primed for painting.

(This article is reproduced from a presentation at the recent "Modelling the Railways of NSW" convention by Warren Herbert of the New England and North Western Modellers.)

Bundaberg Jenbach Diesel Locos

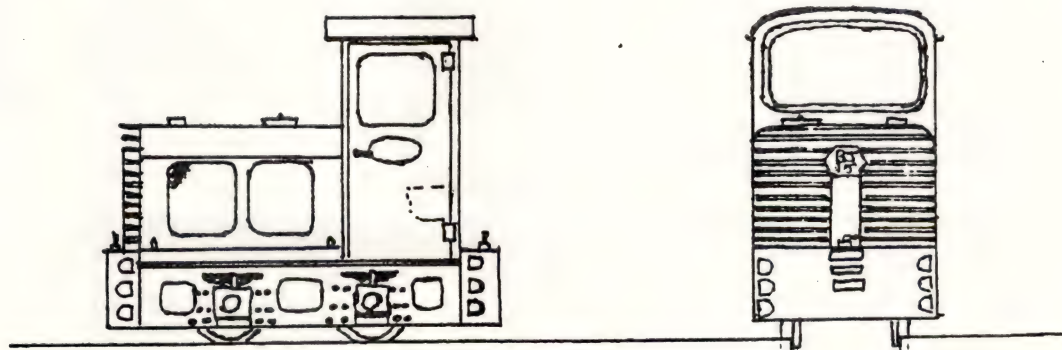
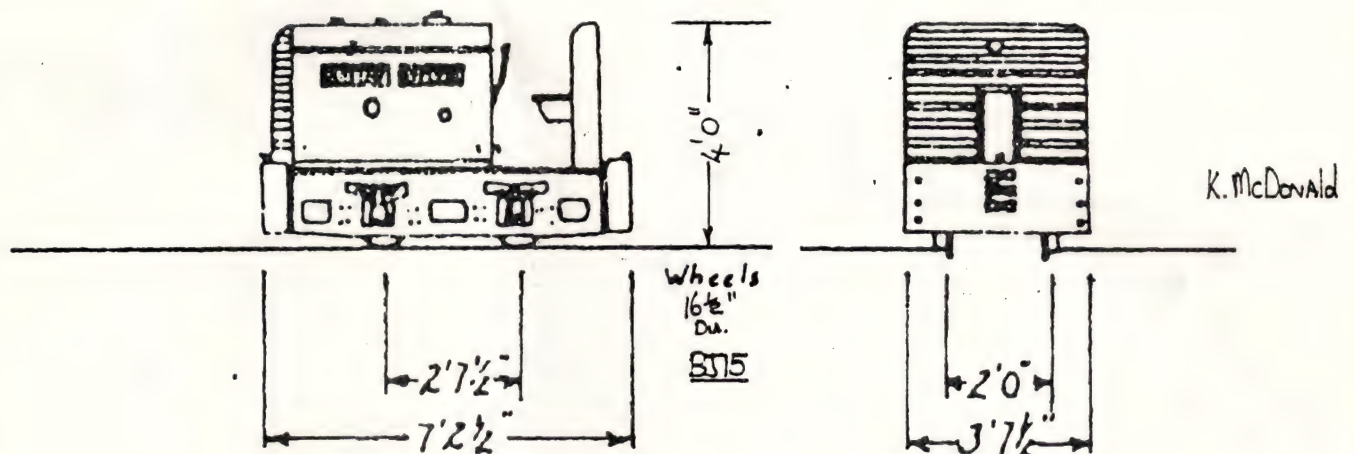
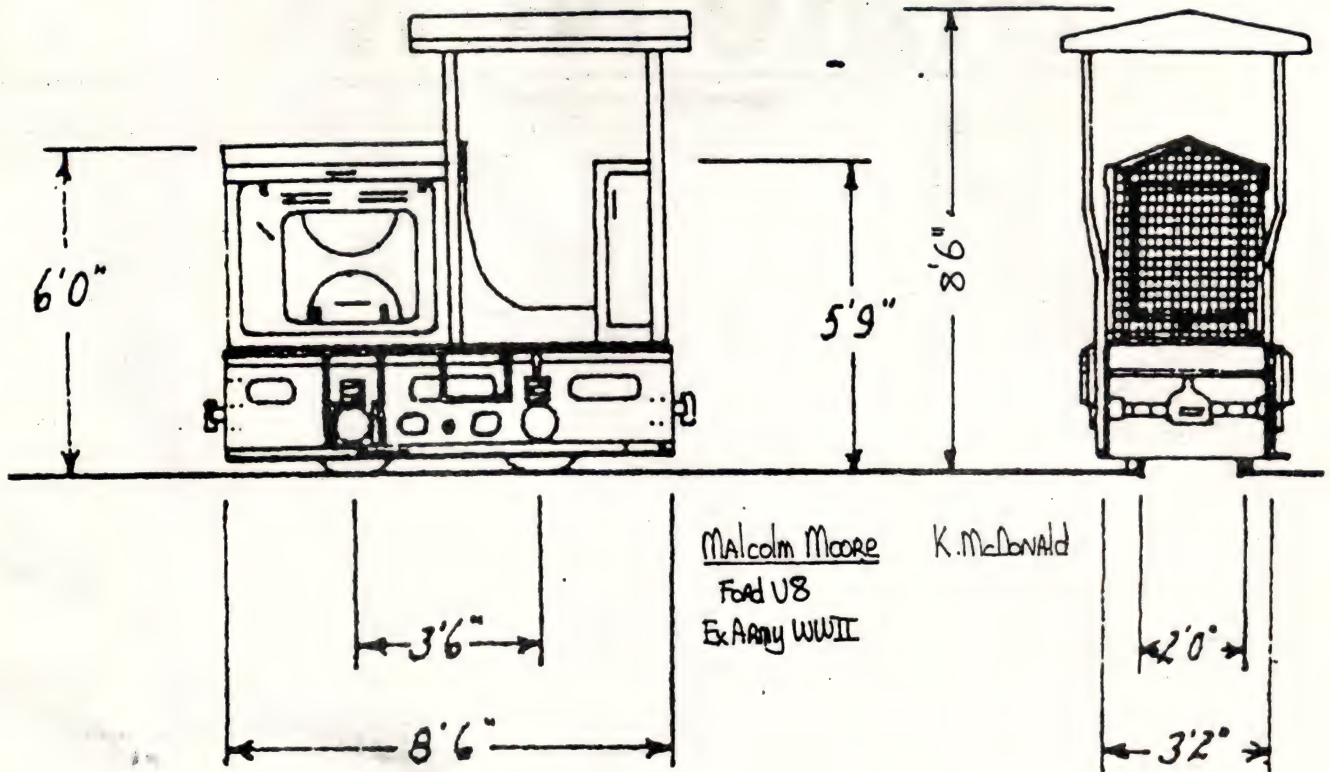
by Steve Malone

Continuing on from the article on the BJ 220 in Journal 230, here are some more notes and information on these locos. Other than the single units of the BJ100 and BJ 220 locos, the other 9 BJ locos were tiny 0-4-0 single cylinder locos - BJ 15's. Eight cabless locos were built for mining use and another loco fitted with a cab for cane field use.

Drawings of these tiny locos are attached, the middle drawing shows the cabless unit (by K. McDonald) and the lower drawing shows the cabbed model. For comparison the top drawing shows the Malcolm Moore V8 ex Army WW11 unit; most consider as a small loco. Jim Fainges has produced an O scale model of the Malcolm Moore in brass, with a 'critter' mechanism seen advertised in NG & SL Gazette. So modelling the BJ15 in O scale would be challenging, while in smaller scales almost impossible.

A photo of the full sized cabbed BJ15 appears in Leon Oberg's book "Motive Power", incorrectly called a "Simplex".

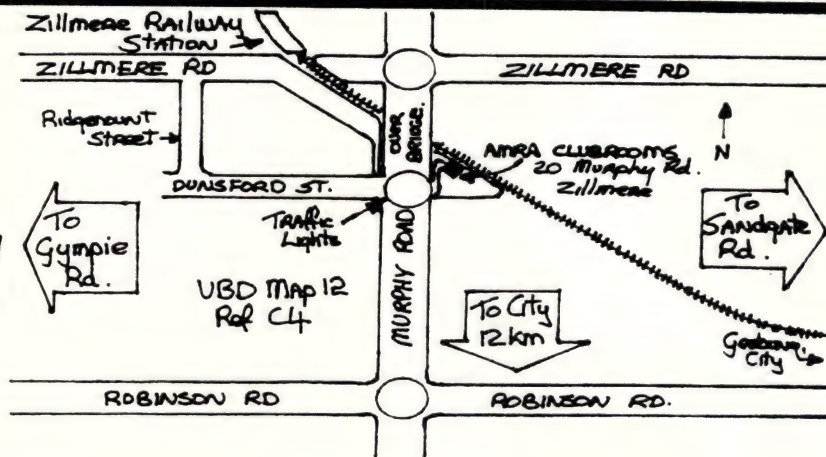
Regarding the modelling of the BJ220, Shane Yore of the Queensland Branch had his O scale model completed and running at the AMRA Show. Thanks to Steve Colclough for his help with the painting. The Bachmann mechanism recommended is no longer available, but the Lima power bogie for the 44/42 class works out better. Just fit extra pickups and add plenty of weight. Congratulations Shane. □



B315
With enclosed Cab

S. Malone
7mm - 1' Scale

State News



From the Secretary

Steve Colclough our president is having a career change, going from a prosecutor with the Queensland Police Service to a trainee locomotive operator with Queensland Railways. Steve will be doing his training in Rockhampton after which he'll be based at Emerald. Because of this career change Steve will be unable to seek re-election as our Branch President; it's a little too far to drive to our gatherings from Emerald. Steve's wife Desley gave birth to a baby boy, Ryan William back on the 22nd of September. Both mother and babe are doing well and Steve seems to be taking the new arrival in his stride. I'd like to thank Steve for his service to the branch and wish both Desley and Steve and their family all the best for the future in Emerald.

Long time branch and management committee member Don Warn (the 64 million dollar man) will also be standing down at our AGM. Don, who has not enjoyed the best of health over the last couple of years has always given 100% of himself to the branch. His sense of humour and his stories of his days working for Queensland Railways have always been a bright spot during our branch activities. Don was one of the guiding lights during the design and construction period of our club rooms and currently is heavily involved with the club layout. I'm sure all branch members who Don will wish him well for the future.

At the recent Sydney Model Railway show Steve Colclough, on behalf of the Queensland Branch, presented Norm Read with Honorary Membership of the branch. Norm received a framed scroll and an official Queensland Branch name tag. This award was rather "tongue in cheek", but in all sincerity. It was our way of saying thanks to Norm for all the years he's come north to help us out at our show, I think Norm's only missed two shows since we started back in 1978.

To Steve, Stan, Arthur, Angelo and Waring many thanks for your help back on the 12th of October for sheeting the garage on the club property. The garage is looking wonderful. Angelo was heard to say that all he needed now was a easy chair in the garage to complete the project. I always enjoy my time at

the club, but it's these working bees that to me are special: good company, lots of laughter and the occasional train (the real thing) - what more can you ask for?. The garage project is the last major project at the club rooms, all that's left to do now is give the garage a coat of paint.

Onto other matters. We're still chasing the council regarding our rates. Hopefully, I'll have something to report next issue. Our book is coming along well. In Journal 233 I stated the book would be A5 but it should have read B5, but we've decided to go for an A4 size page. The change will allow for a better quality finish. We will have sixteen coloured pages and thirtytwo black and white pages. This is a whole new field we're moving into but I'm sure it will be a success. All going well our book will be available in time for christmas.

Our end of year family get together will be held at the club rooms on Saturday the 7th of December. Our normal Saturday afternoon activities will be held on the day, with a BBQ following starting at 5.00pm and the official presentations starting around 7.00pm. So give it some thought and try to make it along.

As we come to the end of the year and the festive season I'd like to wish all our members and their families a very happy Christmas with special thoughts going out to Jim Hoskins and Jim Fainges who are not in the best of health at the moment. I look forward to seeing them back at the club ASAP.

All the best and happy modelling.

Bob Mawson.

Branch Programme

November

16th Nov. General Activities

28th Nov. Don Warn will give a talk and demonstration of QR signalling

December

7th Dec. Christmas Get Together

2th Dec. General Activities

21st Dec. General Activities

Clubroom News

On Thursday 22 August, Bob Clelland gave an informative session on modelling privately named railways. This was a continua-

tion on his article in the July-August Journal. In this he described how he made his own decals. This was the kind of presentation that could give encouragement to any free-lance modeller who was present. It could have assisted anyone who wanted a change from being stuck with only modelling railways that have existed.

Following this, Don Warn gave a presentation on white metal soldering, based on an article written by Warren Herbert of New England and North Western Modellers. This added to what I had already heard on white metal soldering. (Sooner or later I must pluck up the courage to have a go at my Sentinel No 9487, HO scale white-metal kit for a weather board dunny. This was purchased to give me practice before I have a go at my VR N Class loco). Notes from this presentation are printed in this edition of Journal.

On Sat 7 September, with the club's policy of suspending construction on the layout in place, (this was to allow running of trains by members and to see if they were happy with the set-up of the main-line), more interesting trains were seen on the layout. These trains were as follows:

Peter Duscha's SRA train of 13 NHF coal
hoppers double headed with 2 AR Kit Class
81s with candy livery (about 1979). These
were convincingly grimy and weathered.

Bob Shelberg's QR train of general freight and 9 TGVH containers headed by loco no 2180 of the 2170 class diesels.

Steve Malone's scratch built brass Sn3½ model of the proposed CC17 Mikado (built on the mechanism of the Lima model of the 141R SNCF locomotive) leading a train of 7 KKB general goods vehicles built by Ken Edge-Williams of Cairns.

These skills, access to the people prepared to pass these skills on and access to the tools to carry out these kinds of projects, are readily available to people who join their local branch of and who can attend the clubrooms regularly.

On Thursday 12 September, Steve Colclough showed up with an impressive model of Mt Mee Anglican Church, complete with bride and groom, in a wedding scene that was about to take place on 21 September 1996.

The groom's Harley was waiting outside the church, ready to take them to their honeymoon. This model was to be a gift for his friend (who happens to be that bridegroom). It illustrates that when modellers become really experienced, as Steve Colclough is, then they are able to make models of objects and events which actually take place in the future. (This is called 'prophetic modelling' and has major implications for the future.)

Oh no! Here come more trains! Seen on the layout that evening was John Lees's model of 1726D in Bronco livery. This headed a train of 8 Ron Fox kit muddy cow pad soiled KL cattle wagons, 4 QLX, 2 Easyliners, 2 PCS with maroon and yellow containers, tailed by a TGVH brake van.

John also ran a post 1970 country train, consisting of a 1460 Class diesel, a CLV, 4 CLHs and a CLV Davidson cars in the original colours of blue and grey, with an orange logo.

Ken Howard presented with a train of Great Northern, chalk weathered 17 box cars and caboose. These were Athearn shake-the-box kits. The point that this train illustrates, is the simplicity and economy of modelling US. This simplicity ease and economy is envied by modellers of the Australian prototype. This can probably only be achieved if we recruit to the hobby ten times the number of modellers we have in Australia now.

Saturday 21 September revealed Steve Malone's Sn3½ black Cl 7 running around the layout. He built this in 1980. The train which this was heading however is something different. Its consist was 5 scratchbuilt SMS wagons, an OBA tank wagon, a CMIS insulated van built from a kit, a scratch built H wagon, some kit K cattle wagons, a kit FHS wagon and a CHB guards wagon/goods van (kitbash). This train was built, not by a highly experienced modeller, but in the last two years by Owen Coster who is now 13 years of age. This consist was of an impressive standard.

I did not think that 11-13 year olds could assemble kits so well, let alone scratchbuild. The question arises as to whether one is born with some of these abilities. I understand that Owen is working on a BB18¼ and am looking forward to seeing this when it is finished. He has also become a new member of our branch. Welcome! I am looking forward to gaining some of these skills being gathered into our branch, by both new and not so new members.

On Thursday 26 September, Ian Fainges presented the talk 'How to Paint Your Own Backscenes'. Ian is a fellow member who is an amateur artist.

He is also the son of Jim Fainges, fellow member and professional model maker. Ian was able to present in simple terms, a very helpful presentation on how to paint a really convincing back-scene. His typed notes and a couple of pictures of him presenting the topic have been included elsewhere in this edition of Journal.

Between 4 October and 12 October I was on holidays and was not able to get back to the clubrooms until Saturday 19 October. On this day Steve Malone had his Sn3½ Sunlander running around the layout. This was headed by 1550 and 1770 class diesel locomotives which Steve had scratch-built of sheet brass.

The passenger cars were also scratch-built, but in perspex in 1980, from an article in an AMRA Journal of 1970.

This impressive consist still seemed to have the nice glossy sheen of a brand new express train. After a time of running however, Steve's models of the proposed CC17 and CC19 (4-8-2) relieved the diesels. The CC 19 was also built on the Lima SNCF 141R mikado mechanism, in the same year he built the CC17, 22 years ago.

The Lima locos cost him \$22 each at the time. This was one weeks wages for an electrician's apprentice. The solder, brass sheet and tubing for both locos only cost him an additional \$10. This illustrates the savings that can be achieved by scratch building. It would seem also that Steve is one of the most prolific scratch-builders of the present time in our branch and has much knowledge to impart and plenty of years of scratchbuilding in him yet.

Steve attests to the fact that the coming together of members to scratchbuild trains was what is all about. In the early 70s people getting together to construct something out of nothing, is what kept AMRA going. The late Dr Steve Suggitt's efforts were a big inspiration in that era.

John Lees was also there with his Black Diamond 1460 class diesel, heading a neat 6 car Evans set he built from the kits. This brought home to me a touch of nostalgia. I did not arrive in Qld until 1976, however until electrification in 1980, I often travelled to work in the city on this consist. Then as you approached Bowen Hills from Albion, you could see the ends of those Evans cars twist as you passed over a rough set of points.

The Annual General Meeting for the Qld branch on Thursday 24 October will already be long gone by the time you read this clubroom news. The Qld Branch timetable will be known well into the next year. This will be published in the January-February 1997 edition. I do apologise for missing the inclusion of the Qld branch timetable in the September-October edition. Bear with me. I'm new at this game.

It is also likely that further construction work on the layout will be well under way by the time you read this.

May I wish you the best for this Christmas season.

Ray Adams
Qld Sub Editor
20 October 1996

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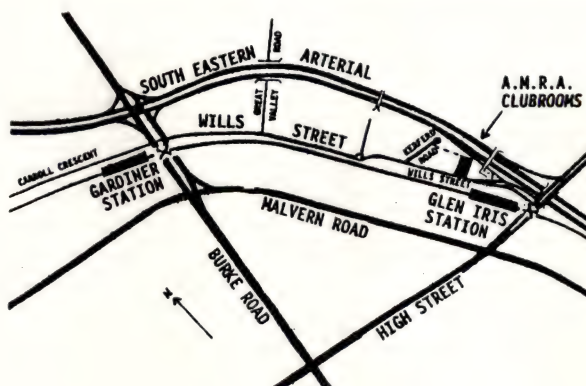


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DROP US A LINE



President's Report 1996

During the past twelve months it has been very gratifying to see the progress on our outdoor layout under the leadership of Peter Ogier. It was very well received by our visitors at our recent Open Weekend. The Open Weekend was a great success thanks to the efforts of the organizing committee and the members who assisted with the display. The C.O.M. would like to thank the members who donated food for sale at the nibble bar which increased the financial result of the weekend.

The most disappointing aspect of the year was the very poor financial result from the '96 Camberwell exhibition. Neil Hambly and his exhibition committee did all that was possible to make it a success. It was an excellent exhibition but the attendance was down considerably on previous years. The four days of perfect weather and the first Grand Prix affected our attendance. The exhibits for the '97 Camberwell exhibition have been selected by Neil and his committee, while a very aggressive advertising campaign will be undertaken for the '97 exhibition. The C.O.M. is keeping a very close watch on the entire exhibition scene in Melbourne at the present time.

The Daylighters under the leadership of Graham Turner have had a very enjoyable year. The C.O.M. greatly appreciates the amount of work they have done during the year.

"Wills Street" was exhibited at the Ballarat exhibition over the June long weekend, the members who assisted at Ballarat all had a very enjoyable time. It will also be exhibited at the Glen Waverley exhibition in September.

I would like to thank the members and the C.O.M. for their support over the year. I must also thank Lawrie Bugeja who is a member of the C.O.M. for his outstanding contribution over the year, particularly with our printing requirements, sometimes at very short notice.

We all should be very proud to be members of A.M.R.A. Vic Branch with our excellent facilities - our Stonnington Valley Railway, Wills Street, Kyneton and our Outdoor layout, not to mention our library!

Bob Edwards
President

1997 Camberwell Exhibition

Dear Members

In the near future, the Exhibition Committee will be asking for volunteers to help out with the various tasks required to run this event. Rather than leaving a roster at social

meetings only, for members to fill out, each member will receive by hand or mail a form to complete if you are able to assist. Any member who does not receive a form can either ring or drop a note in the mail to me. These forms must be received by me prior to, or on the 13 February social meeting. When the roster has been collated, all volunteers will be notified in the usual fashion with an Exhibition Pass and meal tickets. These forms will indicate all duties including construction centre and catering at the meal venue.

I appeal to all members and their spouses to help out if possible, as we just struggled through the 96 Exhibition.

Neil Hambly
Exhibition Manager
8 Netley Rise, Doncaster 3108
Tel: 9848 8162

Notes from the 8th Annual General Meeting 12 September 1996

Dedication of Library

The President, R. Edwards spoke about our wonderful railway reference library which is to be known as the Brian Southwell Memorial Library as a tribute to Brian's efforts over almost 25 years as our librarian. June Southwell, who was accompanied by her sons Graham and Tony and their friend Beth, accepted a replica of the dedication plaque and presented the Branch with a colour photograph of Brian for mounting with the plaque.

Twentyfivers

The President Bob Edwards welcomed the seventeen members, from a total of 31, who had achieved 25 years continuous membership of Vic Branch to the inaugural presentation to our "Twentyfivers" and presented each with a commemorative plaque in honour of their loyalty to the branch. Tim Dunlop and Rick Richardson who were the founding President and Secretary of AMRA commented on the progress of the branch, saying "What an Achievement in the 45 years since 1951". The inaugural "Twentyfivers", member number and date of joining AMRA were:

Tim Dunlop	0001	1 June 1951
Ernest Dean	0003	1 June 1951
Rick Richardson	0004	1 June 1951
Margaret Dunlop	0014	1 June 1951

Richard Gutteridge	0017	2 July 1951
<u>Max Haustorfer</u>	0091	6 November 1952
Louis Aa	0110	25 March 1953
John Knight	0208	1 November 1954
William Hoare	038416	September 1957
<u>Mick Maloney</u>	0387	12 October 1957
Greg O'Flynn	0554	7 November 1959
John Treseder	0566	5 December 1959
Fyfe Thorpe	0586	23 March 1960
Allan Dowel	0616	13 August 1961
Rex Little	0718	20 January 1962
Warwick Brisbane	0769	20 June 1962
William Royston	0796	11 August 1962
Mal Baker	0857	6 March 1963
Stuart Westerman	0903	26 July 1963
Robert Smith	0950	25 October 1963
William Morehouse	1233	30 October 1966
John Harry	1306	31 October 1967
Martin Govett	1375	31 December 1968
Robert Dall	1464	1 February 1970
Robert Edwards	1507	23 March 1970
Peter Burman	1552	7 April 1970
Ken Fishley	1566	9 June 1970
Geoff Brown	1573	18 August 1970
John Wirth	1626	9 February 1971
Graham Fraser	1627	13 February 1971
Harry Croft	1701	7 September 1971

Presentation of Awards

Meritorious Award

It was announced at the AGM that Federal had honoured one of our members, Robert Dall with a Meritorious Award for his service to the Association. While Robert has not served on our management committee, he has devoted considerable time and effort since he joined our Association in 1970, to the construction and maintenance of our HO layouts and driving the trucks needed to transport our exhibition layouts. Robert also fulfils a role for Federal in the preparation of the envelopes for Journal.

President's Award

In making this presentation, Bob Edwards thanked John Poynter for his dedication to the Branch and in particular his work on the club layouts and as a member of the Daylighters' team.

Competitions

Modelling - there were insufficient entries in the various categories for the Gordon Duncan Award for the best collection of models from other than Australian Kits to be awarded. The Bob Edwards Trophy for the Best Collection of Models was won by Roger

Howell (three models), while Bruce Race won the Fyfe Thorpe Award for the best models from Australian produced kits (three models).

Certificates for Best Model were awarded to:

Roger Howell - Motive Power, Passenger Car, Permanent Way and Diorama
Graeme Nitz - Freight Wagon
Peter England - Lineside Structure.

Photographic - the Victorian Branch Photographic Award for the highest aggregate score was won by Stuart Westerman with 260 points.

Certificates for Best Photograph were awarded to:

Stuart Westerman - Best Print
Bruce Race - Best Slide.

Election of Officers

An election was held for the office of President and for three committee members. The result of the election was:

President	Bob Edwards
Committee	Lawrie Bugeja
	John Gilmour
	Stuart Pattison

With John Harry, Blair Westerman and Stuart Westerman still having 12 months of their term to run, the elected committee for 1996/1997 is:

President	R. Edwards
Committee	L. Bugeja
	J. Gilmour
	J. Harry
	S. Pattison
	B. Westerman
	S. Westerman.

The President ratified the appointment of:-
W. Secker as Librarian and B. Fray as Assistant Librarian,
N. Hambly as Exhibition Manager,
G. Brown as Branch Sub-Editor of Journal,
L. Bugeja as Printer,
G. Turner as Daylighters Convenor,
J. Gardner as Junior Running Days Convenor,
T. Reeves as Competition Organiser.

There were no items of Special Business.

Notes from the Social Meeting

12 September 1996

Models for Display - Private

John Gardner - VR spanner donated by Historical Bottle Society of Victoria in appreciation of John and Bob Marsden presenting a talk on AMRA and operating Stonnington Valley Railway for their members.

Peter Ogier - Video and photographs of the Garden Railway taken during the Open Weekend. Peter will make a copy of the video available for borrowing from the library.

John Sheppard - Press for making G scale corrugated iron; G scale model T van and bicycle from Australia Post.

Peter England - demonstrated a simple way to scratch-build buildings.

Competition Winners.

Model

No entries

Photograph

Freight wagon with VR logo
Print - Denis Kahl - 75 points.
Slide - Graeme Nitz - 80 points.

Open Days

Our twelfth annual Open Weekend at the clubrooms on 24th and 25th August were our

best ever with a substantial increase in attendance. Upstairs we had our American layout "Wills Street", modelling demonstrations, models displayed by members and the "U" drive, downstairs Australian and British trains were run on Stonnington Valley while in the annex Les Maloney displayed his layout "Kirchberg" based on the ÖBB (Austrian Federal Railways). With L.G.B. and other G gauge trains outside the viewing public were given a varied and interesting display.

The display was organised by Lawrie Bugeja and Bob Marsden and a vote of thanks to them and their helpers, also to Judy Marsden and Elizabeth Secker and the other ladies who worked in the snack bar or made and donated cakes etc for sale, was moved by President Bob Edwards and carried by acclamation.

Notes from the Social Meeting

10 October 1996

Models for Display - Private

John Gardner - Showed us two very colourful HO models of US steam locos obtained from the USA. They are made in Slovenia and the label is IPC, very similar to the AHM product. One was Chicago & North Western, the other was Canadian Pacific, both with a 4-6-2 wheel arrangement.

Bill McKenzie - Showed us a range of European rolling stock ranging from Z gauge up to I gauge

Ron Polistena - Showed us some thin poly foam which is ideal for lining your carry cases, etc. See Ron if you want some, cost is absolutely nothing.

Models for Display - Commercial

Rail Transport Models Australia - E & C Shops now have the ACF two bay hopper available.

Intermountain are going to produce the modified AAR 40 foot and 50 foot boxcar in a variety of road names and numbers. They are also going to produce the ACF 10,000 gallon single dome tank car.

Competition - Photo of a Non-suburban Railway Hotel. Results next issue.

Competition - Model, Standard Categories. No entries.

Important Notice

Lawrie Bugeja wishes to advise members that there will be no work night on Christmas Eve and New Years Eve.

Roster for Camberwell - 1997

The Exhibition Committee is trying a new approach to encourage more people to support the exhibition. A letter is being prepared which will ask members to look at a range of options, or "Categories of Duties", that will be available. All you need to do is indicate where you can assist. To give you an idea, more help is needed with the catering, especially with the washing up after meals. Most important is the loading, transport, setting up, and the bringing back of exhibition related items. Please consider. We don't want a repeat of last year where our resources were really stretched.

Waverley Exhibition

This coincided with the AFL Grand Final, so Saturday was very quiet. Sunday by contrast was good. Thanks to all those who assisted.

General

By the time you read these notes our one and only John Gilmour will have returned from his Grand Tour of Europe. This time, Gilmour, we want to see some decent slides of Europe. All jokes aside, we hope you had a great trip.

This leads us into the agenda item for the October meeting which was a presentation by Robert Bogie of slides taken in Europe. These were in three lots, the first was early 1996, the second was 1992 and the third batch were copies from his father's collection taken in 1980. Needless to say the presentation was full of interest, with scenes from Germany, Austria and of course Switzerland, with a good coverage of Swiss narrow gauge. One thing that strikes you is the cleanliness of Swiss trains, as well as the countryside - it must be part of the make-up of the Swiss people. For the European rail fan, Germany at the moment must be the place to visit. A lot of the early rolling stock is progressively being replaced by new equipment, while a considerable amount of upgrading of infrastructure is being carried out. Obviously Germany is determined to have a modern rail system that will make it a strong and progressive nation, well into the next century. Thank you Robert for a most informative evening.

I must also thank John Harry who prepared the September Meeting notes for me as I was unable to attend because of work commitments.

Geoff Brown

Where is everyone?

Hello Members,

As the newly appointed layout manager, I am writing this item in the hope that we can encourage more of you to become involved with the club layouts.

If members have gone away feeling they are not getting anything out of it, or they have a gripe or problem about anything, then tell us!

We would like to know what people would like to see happen and how they can contribute.

I have observed over the past nine months that our running nights are receiving fewer and fewer attendees. Therefore, it is getting harder to hold these nights as we need a certain number of people and models to have an enjoyable night.

The Tuesday work nights also fall into this category, with the regulars coming along (between 8 & 10 people) but with few new faces. I realise that people possibly have other more important issues to attend to but, as a club, we really need to analyse our current situation and draw up a plan of action. Decisions will have to be made with regards these running nights and work nights.

It also gets a little disconcerting when the time gets to 8.30 and only 6 people have arrived for a timetable running, especially when the start time advertised is 7.30. Maybe this timing is one of the problems?

If the times are too early, or people don't like British, or the night doesn't suit them, don't just stay away - let us know so that alternatives can be worked out.

People may think they have nothing or no skills to offer but there are, I am sure, tasks to be done that everyone is capable of, even if it

is just "cleaning the track".

Those of us who do get along to these nights usually have a good time and I know I usually come away with a useful tip or two for one of my current projects.

If members think about it there is a lot of work to be done and a lot of enjoyment to be had in the maintenance and running of the layouts. So don't just leave it to the few; either come along on the running nights or Tuesday work nights or, if you wish to discuss any problems or ideas, feel free to call me at home on 97546858

Let's get the enjoyment back into our layouts and modeling and not just sit there and leave it to someone else.

There are many members out there so let's get to it!!

What do you say?

Stuart Pattison

COM member & Layout Manager

Local News

Silverton Tramway 442 class engines continue to visit Melbourne. Initially S1 and S2

were the only locos seen, soon acquiring the nickname Bananas in Pyjamas. Lately however, the four Silverton locos are to seen in Victoria. Also the Victorian PTC (V/Line) have requested the National Rail Corporation to remove all V/Line identification on the C class currently operated by the NRC - reason apparently is the condition of the C class which can only be described as extremely dirty. The ALF and CLF locos are now regular visitors to Melbourne and are mostly used on TNT's own trains. In contrast, trains operated by SCT are usually hauled by V/Line G class locos. *(For the benefit of our interstate members, who, or what is SCT?...Managing Editor.)*

Some time ago, I gave Melway map references for a couple of photo locations for standard gauge trains entering Melbourne. It has been suggested that perhaps I could give a few more. So here they are: the first is at Albion and would suit people wanting to photograph trains coming from Sydney in the AM (as well as broad gauge traffic). The location is the car park on the eastern side of the tracks, entry is gained from St Albans Road which diverges

off the Western Highway at Anderson Road. If you continue through to the end of the car park you will see a track continuing on. Anywhere along this track will make a good photo location (even video) as it is well away from road traffic. Probably the best time is Saturday or Sunday mornings. Reference is Map 26 G 10. Another is over the portal of the Bunbury Street Tunnel at Footscray. Here you can catch both Sydney and Adelaide trains as well as broad gauge movements. Mid day to mid afternoon are probably the best for full light. Remember you will be shooting trains coming off the Maribymong River bridge just before they enter the tunnel. There are also small streets running down either side of the portal, so you will be able to get shots of trains from low angles as well. Look for Moreland Street, which comes off Whitehall Street

Again at the weekend this is a quiet location. Reference is map 42 E 5/6. Next issue I hope to give a few more locations, plus a listing of Up and Down standard gauge trains from the current Master Train Plan. Happy clicking.

Geoff Brown

AMRA New Members

NSW

HO	OM	CAINS D.	PO Box 759 Wahroonga	2076	94892489
	FM	CAINS P.		2076	
N	OM	TAYLOR R.L Ms	20/154 Chuter Ave Ramsgate	2217	95296500
HO	OM	FRANTA P.	20 Bates St Strathfield West	2140	97643047
HO/N	OM	STOJIC M.	12 Poulton Ave Beverley Park	2217	95537864

VIC

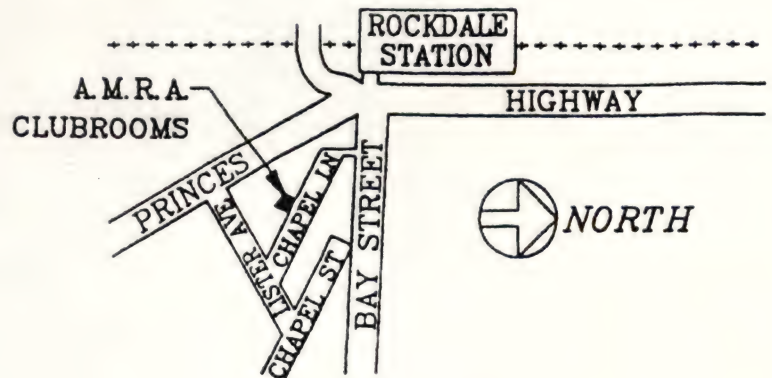
LGB	OM	DAY G.	11 Peters Rd Gisbourne	3437	054283465
	FM	DAY L. Mrs		3437	
G	OM	GOLDSMITH C.	119 Emerald Rd Upper Beaconsfield	3808	059443466
G	OM	MYERS L.W.	1 Toora Cres. Healsville	3777	059624706
	FM	POWELL Mrs N	PO Box 8035 East Oakleigh	3166	
HO/N	OM	WHELAN B.	2 Murray Crt Vermont Sth	3133	0412080900

QLD

Sn3½	SM	COSTER O	18 Kilmaine St The Gap	4061	33666052
HO/Onl6.5	SM	MEWES R.J	97 Silkwood St Algester	4115	32732014

WA

HO	OM	CLIFTON K.	9 Hull Gve Woodvale	6026	0419997334
HO	SM	GRAHAM I.	29 Robyn St Morley	6062	2752830
N	OM	WILLARD S.	5 Oxley Rd Darlington	6070	2997514
	FM	WILLARD B.		6070	
	FM	WILLARD M		6070	
Sn3½	OM	ANDERSON C.K	28 Simmonds Pde Winthrop	6150	3108148
	OM	HERBERT G.	15 Cantwell Crt Bunbury	6230	097217404
HO/N	OM	LANDSMEER I.	P.O Box 70 Bencubbin	6477	096851329
N	OM	MORRIS T.	1 Lyndock Cres Greenwood	6024	4489048
N	OM	ROBBIE B.	316 Wharf St Queens Park	6107	4581304
HO/OO	OM	STEELE L.D	67 GT Northern Hwy Middleswan	6056	2505054
	FM	STEELE Mrs P			
HO	OM	WALSH K.	7 Grey St Bayswater	6053	3770046
	FM	WALSH Mrs J		6053	
	FM	WALSH Miss P		6053	
NIOO	OM	WILKINSON G.	22 Gleddon Way Hillarys	6025	4017778
	FM	WILKINSON Mrs M		6025	



NSW Branch News

We have received an apology from Australia Post for the non delivery of the NSW Notes for the last issue....Managing Editor

Finally I am able to find some time to rattle the keyboard and make some contribution to the N S W Branch News.

Visit to Lachlan Valley Railway, 11th and 12th November 1995

At the conclusion of the regular Friday night meeting, all present were asked to vacate the clubrooms as mattresses, air beds, pillows, blankets and pajamas were rolled out by six hardy (or is that crazy) souls who were about to bed down for the night, so that a 4.30 AM departure time could be met. A precious 45 minutes of sleep time was lost when at approximately 3.15 AM two other very keen members arrived at the clubrooms and proceeded to make enough noise to wake those of us inside (as well as the dead).

Although we were awake earlier than intended, extra time was required to load up our Mini Bus, therefore we departed Rockdale a little behind our scheduled time but the rest of

the members who had made prior arrangements to be collected on the way were waiting eagerly for our arrival. Once all were on board we made good time and arrived at Lithgow for breakfast. After breakfast it was on to Cowra and the museum site of the Lachlan Valley Railway. I guess it would fill a couple of pages if I were to describe the whole weekend in detail, so I will now put things down in point form:

- Upon arrival in Cowra we were welcomed by members of the L V R and shown to our sleeping quarters i.e.: ex NSWGR EAM class Sleeping car.
- A ride on the first train of the day to Holmwood (to the North) behind ex NSWGR 53 class loco 5367.
- Photo run by of the train to Cowra Exchange Sidings (where SRA train crews drop off wheat hoppers for the LVR to distribute to local sidings on a contractual basis during the wheat season).
- Meeting Western Australian Branch member Rob McKenzie.
- A guided tour around the locomotive depot and carriage sheds.
- Train ride to Woodstock, the present limit of operations to the North.
- Saturday night, a group dinner was held in Cowra before returning to loco and the EAM sleeping car for a good night's rest while 5367 gurgled and hissed away quietly on an adjacent track.
- Sunday morning, most of us were up early as the shed fireman started to get the fire into shape inside 5367.
- Arrangements were made to visit the Lachlan Valley Model Railway Club which is located within the loco depot in an ex NSWGR MHO Guards Van.
- Train trips to Cowra Exchange Sidings and Woodstock were taken.

The locals are probably still trying to work out why a lopsided Mini Bus was being driven so slowly along the Mid-Western Highway towards Woodstock; as the road parallels the railway for some distance it was discovered that this would be a great place for some parallel running for the videographers.

Photos and videos were shot at Woodstock on arrival and departure of the train.

A visit to the Mid-State Rail Museum on the Mid-Western Highway where the highlight seemed to be the use of various loco whistles, attached to the roof of the building and powered by compressed air.

Official group photo in LVR Depot flanked by 5367 and Sleeper EAM1831.

*Jacob Macklin
R Moar*

A Leonards

J Spinella

D Bennett

J Percival

C Wiltshire

B Tyson

D Elliott

G Percival

A Tonks

R O'Connor

B Cox

C Roeton

Jason Macklin

"Officially" in the shower was Barry Green

Photo

Glenn Percival



Photo opportunities in and around Cowra station and the loco area.

Unfortunately, the weekend came to an end and all equipment and belongings were loaded into the Mini Bus for the trip home. A quick detour was taken at Carcoar to look over the station building and environs. Then it was on to Lithgow for dinner and then finally back to Rockdale.

My thanks to all who came to Cowra - without your support the weekend would not have been possible, the branch COM for permission to sleep overnight at the clubrooms and the branch members who left the clubrooms promptly on the Friday night; to the Committees and members of the LVR and LVMRC for their hospitality over a great weekend.

The next scheduled visit to the LVR will be sometime in 1997 and all indications are that this time the Mini Bus will be fully booked out.

AT

Visit to Sydney Live Steam Locomotive Society West Ryde

14 Members made their way to West Ryde to enjoy an afternoon of live steam action on Saturday 20th April 1996.

Both the on ground and raised tracks were in use and members took full advantage of both modes of live steam, with many rides being had. Those with camera equipment in tow were also kept busy. During the afternoon, an ex member Neil Sorrensen advised those present that he had a picture of Old Sydney Yard he was prepared to donate to the branch if we would like it. This was gratefully received and Neil delivered the picture a few weeks later to the clubrooms and rejoined as well. Once all the internal painting of the clubrooms has been completed a suitable place for the picture will be found. Thanks Neil. All in all another good afternoon was had by all who attended.

AT

Visit to Illawarra Live Steamers North Wollongong

After a slow start, the booking form for the Mini Bus showed 17 names by Sunday 23rd June 1996. Medium levels of cloud cover had some of us a little concerned as we headed towards North Wollongong. Drizzling rain did not look good as we traveled along the freeway and by the time we arrived in the car park at ILS it had turned into steady showers. This was enough to force the cancellation of the days running by ILS. After a conducted walking tour of the track and signal boxes by ILS/AMRA member Ivo Bunker, it was decided that perhaps we could spend what was left of the day at the NSW Rail Transport Museum at Thirlmere. Surprisingly, the sun was out as we arrived at Thirlmere and we found 59 Class 5917 and end platform set carriages providing the Loop Line service. Most of us went straight to the Museum grounds for lunch and even the BBQ had a work out! After lunch we all split up and did our own thing. Some went for a ride behind 5917, others grabbed their cameras and tape measures and headed for the exhibits, others were seen to emerge from the sales shop with a bag of goodies under their arms. As the day came to an end the clouds started to gather, but before we headed home a short trip further south brought us to the large railway cutting near the town of Hill Top. (This

cutting is seen in the movie A STEAM TRAIN PASSES which features NSWGR loco 3801)

Once again thanks must go to all those who attended and maybe next time we will ride behind live steam at ILS.

AT

Modelling the Railways of NSW # 14 Convention

This event has for some time been held at the S R A Training College at Petersham in Sydney's inner west. Over the past couple of years, attendance of NSW Branch members has been steadily growing.

With this in mind it was suggested by one of the new members of this years COM that perhaps the NSW Branch could sponsor one of our regular club-attending members to the Convention each year.

This proposal was duly accepted and the first AMRA NSW Branch member to be sponsored was JAMES PERCIVAL who has been showing a lot of enthusiasm and drive in his early days of modeling.

Another member of the COM was able to arrange for Mr. Ron Cunningham (the MC at the convention) to make a special mention about James at the opening address. All reports indicate that James enjoyed the day thoroughly; well done James!

AT

Duty Officers Report Saturday June 8, 1996 Ian Macleod

A very poor roll up of 9 members arrived for our monthly Saturday working bee including several who turned up for work on the HO layout. This left only 7 members prepared to give up their time for the painting of the ceiling and walls.

Regardless of the numbers, those ready for work were soon at the task at hand and in the end achieved a considerable amount, having almost completed the painting of the ceiling, - the hardest area. The hired scaffold proved invaluable and certainly worth the investment.

Work was completed for the day at around 5-30pm.

Many thanks to those who did pull their weight and helped for the day. It is to be hoped that a much bigger attendance is experienced on the next working bee.

Duty Officers Report Saturday June 22, 1996 Ian Macleod

A very poor roll up of 12 members arrived for our monthly Saturday open rooms and monthly forum. Trackwork was being done on the HO layout by Ralph and his willing crew while a few of us did a little more landscaping to the U drive layout. A small crew were operating on the O gauge.

Two visitors arrived along with their respective children; both parties seemed to have a enjoyable afternoon and each was presented with a membership application.

The monthly forum was conducted by Alan Tonks, who advised the members of recent decisions of the COM and generally kept them up to date with happenings. With such a small attendance however, very little general discussion eventuated.

This rather quiet Saturday afternoon closed off at 5.30pm.

Duty Officers Report Friday July 12, 1996 Ian Macleod

Our monthly modelling clinic saw a reasonable roll up of 23 members and 1 visitor.

Early, running was experienced on the HO layout until the work programme closed all lines. A small crew of workers was involved with this project.

A small number of modellers and a larger number of overseers participated in the evening, which saw Ross Stell cross a few positives - which resulted in his work night coming to an early end! We must try to get more members to participate in these nights.

The N gauge layout saw a good number of active runners, among them several juniors, who really got to know the workings of the layout and had an enjoyable night while the O gauge layout was at a standstill for the evening.

The night finished at 11.30pm.

Air Brushing Clinic - 3/8/96

A very windy Saturday prevailed, but this did not deter 31 members and 2 visitors from attending. Three clinics were run continuously to inform all and sundry on the arts of finishing off your models.

One clinic run by Bill Cox covered his method of air brushing models. Bill uses a Paasche single action air brush powered by a small Holding air compressor. This set up does not need an air tank or water trap but it does run continuously while spraying. Bill displayed his method of mixing paint and thinners using the colour cup, which he says is large enough to spray a couple of pieces rolling stock. One of the attendees went away happy as he had the roofs of two of his carriages sprayed while he waited.

A second clinic by James Percival covered his method of weathering rolling stock using coloured powders and fixing this in place using CHEAP hair spray (check your hair spray cans mum); by all accounts he did a very good job especially considering he is only 15 years old.

The third clinic run by Alan Tonks covered researching the prototype to determine how to finish your models. This clinic was conducted on the mezzanine level and not much noise came from up there, so I assume he had a captive audience.

From all reports I have heard, all clinics were very interesting for the attendees and highlighted some new aspects for each modeller to take home and try.

Working Bee Report 10 August 1996

A really good roll up of 11 members for our monthly clubrooms working bee resulted in a great deal of work being done.

Walls were given a first coat of paint and the ceiling was finished. Additional car park lines were painted in, along with some excellent signwriting by President Alan. The large etching was mounted on the eastern wall and the display cabinet was given a final coat of paint. Some landscaping was performed on the "U" drive layout in preparation for the October exhibition as well as the final setting up of the timers etc. Dave Bennett performed some electrical work and is working on computer labels for the goods for sale in the display cabinet in the foyer. Ralph and Shaun

did additional work on several new controllers for the HO layout.

The moving of the strong room was investigated with the finding that it can successfully be moved, the telephone lines being the only small problem. This will then allow us to locate sliding doors to replace the curtains in this area.

Work still remaining to be done:

1. Clean out under the building
 2. Finish painting the walls
 3. Move strong room backwards to allow for new sliding doors
 4. Paint front fascia board & guttering
 5. Replace some light ballast's
 6. Clean up foyer area
- And plenty more.

Ian Macleod

Working Bee Attendance

(To October 1996)

D. Bennett	3
J. Collins	3
D. Elliott	3
K. Holmes	2
I. Macleod	6
R. Moar	5
G. Percival	4
J. Percival	2
N. Read	3
F. Stell	4
A. Tonks	5
R. Wambeck	7
M. Zimmerman	5

Also, to 21 other members who have attended once, thank you to you too.

Sadly, there have been insufficient members present for a BBQ lunch so far.

Glen Percival

Duty Officers Report Friday, September 13, 1996 Ian Macleod

22 members attended our monthly modeling clinic and combined running night. The HO layout was out of operation due to some switching problems and some use was made of the "U" drive, before necessary work overtook this layout also.

N gauge was running well with an elaborate array of American and European locos. This layout is increasing in popularity every week. O gauge operators were conspicuous by their absence on the night except for Don Stone who seemed to be satisfied giving advice to the modellers. Work on the "U" drive progressed in an effort to have it completed for the October exhibition.

Very few modellers attended; however the class were there, with Bill Cox completing the finishing touches to one of his 3 submissions to the modelling competition. Ross Stell was attempting to do some more work on his Baldwin Saddle Tank until his attention was diverted to timing problems with the "U" drive.

It is encouraging to the modellers to hear that Laurie Lumsden and Al Cutmore will be back in October to do a Low Melt Soldering Clinic. From January 1997 on they will be attending our regular monthly modelling clinic to encourage members to model more. They will be starting with the passenger coaches commenced earlier in an endeavour to complete this project. Please bring these models on the January modelling night. The COM have decreed that this night and all future

modelling nights will not be a running night and will be exclusive to modelling.

Duty Officers Report Saturday, September 14, 1996 Ian Macleod

12 members rolled up for our monthly working bee. Unfortunately, most turned up in the afternoon, with the result that the proposed BBQ lunch was not held.

The final stages of work were put into the "U" drive in preparation for the October exhibition. I am pleased to say all necessary work was completed thanks to the dedication of the Wednesday team and Ross Stell. Norm Read completed a point problem on the raffle layout and several other members attended to other problems with the HO layout.

Michael Zimmerman was hard at work fitting layout plans into tubes for easy access for the members, while others concentrated on exhibition work.

Working Bee Report Saturday October 12, 1996 Ian Macleod

Yet another monthly working bee has come and gone however this time quite a lot seemed to be achieved. The northern wall and ceiling was finally painted. The strongroom was moved back in preparation for the sliding doors to be located in the front. All the excess plywood and craftwood was relocated under the building and the floors were given a good mopping under the supervision of Charlie Weathers. Robert went in and painted the railing on the rear steps and the rooms were prepared for the BBQ to follow later that evening.

Exhibition Workers BBQ

34 Members and wives/girlfriends attended the BBQ held each year to thank the exhibition workers for their valiant efforts with the exhibition. Rissoles appeared to be the only item on the menu (I wonder why) but they tasted good and when combined with a well prepared salad and dessert made a wonderful feast for all who attended. Thank you girls!!

Good conversation and short speeches were the order of the night. All sorts of refreshments were seen to be taken, but I wonder why Ross Stell refused to drink the cordial made up by the girls, instead insisting he drink his own from a special flask. (One would have to ask what was really in that flask).

An uncut video of the exhibition was screened and this brought much laughter to the audience.

All was over by about 10.30 pm and a good night was had by all.

Members' Discounts

The establishments listed below have indicated they will favour A.M.R.A. members as detailed. To obtain the consideration listed, members MUST show a CURRENT membership card (establishments know what to look for), and be at least a little discreet. In the words of one retailer: "When we have offered extra discounts, we have been embarrassed with the situation of a member announcing that he should get a discount on \$2 worth of track pins. Other customers then cannot comprehend why such a clown gets 10% when the twenty or thirty dollar purchase they are making doesn't seem to qualify."

CASULA HOBBIES, LIVERPOOL now offer 10% off.

HOBBYCO, CITY will offer 10% off across the store, except markdowns and specials.

PUNCHBOWL HOBBY CENTRE, BANKSTOWN will offer 10% off, except consigned goods.

SYDNEY HOBBIES, DRUMMOYNE will offer 10% off models only, cash or cheque customers. A larger discount may be available for bulk (Club) orders.

THE MODEL RAILWAY CENTRE, GYMEA will offer 10% off, except on consigned goods.

TOYMAN IMPORTS/YENNORA HOBBIES, YENNORA will offer further savings on their regular prices wherever possible.

VAGGS HOBBIES, MIRANDA will give 10% off.

CRONULLA STEEL FABRICATORS, 6/141 Taren Point Rd CARINGBAH, will give favourable consideration to members. This firm was involved in shoring up the frame in which the "Hawkesbury" layout travelled.

More establishments will appear as confirmed, and this list also appears on the "A.M.R.A. N.S.W. Shop" noticeboard in the foyer.

The AMRA NSW Shop

The Shop Showcase in the foyer is now the focus of sales, from where items will be on display and sold by either the Duty Officer or Publicity/PR officers.

CLUB SHIRTS

Adult sizes 16-26	\$26.00 ea.
Postage (if desired)	\$ 2.00 ea.

Personalised embroidered quality "LWR" polyester/cotton pocketed polo shirts. "Natural" (beige) or grey/white fleck in colour, with AMRA logo on non-pocket side & your name above pocket.

CLUB JACKETS

Adult sizes 14-26	\$38.00 ea.
Child sizes 6-16	\$30.00 ea.
Postage (if desired)	\$ 5.00 ea.

Quality "LWR" premium jersey fleece zip jacket, embroidered and personalised as above. Dark brown in colour.

The "LWR" range is supplied by L.W. Reid Pty Ltd, a national 100% Australian image wear wholesaler for 73 years.

CLUB VIDEOS

A.M.R.A. in '92	\$18.00 ea.
AMRA '91	\$15.00 ea.
BOTH together	\$24.00 ea.

A.M.R.A. in '92 appended to your AMRA '91 \$ 8.00 ea.

Postage (if desired) \$ 4.00 ea.
CALL IN, CALL OR WRITE for order forms for any of the above!

SOUVENIR "SYDNEY MODEL RAILWAY EXHIBITION" MUGS

Limited Edition! \$ 7.00 ea.

GAUGES TO AMRA STANDARDS

Limited Stocks!

HO GAUGE

Wheel/Track	Code 100	\$ 3.40 ea.
	Code 70	\$ 3.40 ea.

Check gauge \$ 6.80 ea.

N GAUGE

Wheel gauge	\$ 3.40 ea.
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Track gauge	Code 80	\$ 3.40 ea.
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	Code 55	\$ 3.40 ea.
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M.E.K. MODELLING CEMENT

125ml bottle \$10.00 ea.

SELLEYS "AQUADHERE"

one litre bottle \$ 5.00 ea.

"SIMPLY GLUES" can supply all your adhesive requirements, whilst supporting AMRA nsw at the same time. Contact the club for details.

ALUMINIUM DIECAST G-CLAMPS

\$ 1.50 ea.

two inch (51mm), with plastic foot & handle

C&K BRAND QUALITY SWITCHES

#7201 DPDT \$ 3.50 ea.

#7203 DPDT centre-off \$ 3.50 ea.

#7105 DPDT centre-off \$ 4.00 ea.

momentary action (for your hand throttles!)

LIGHT EMITTING DIODES (LEDs)

1.5mm red \$ 0.75 ea.

DIODE BRIDGES LIMITED STOCK!

6A - PIV 100V \$ 4.50 ea.

plastic encapsulation with centre mounting hole

SMALL ALLIGATOR CLIPS

packet of 10 \$ 1.00 pkt

AMRA CAR WINDOW DECALS

\$ 0.50 ea.

affix to inside of back window

STYRENE SHEETS (set of 5)

60,40,20,20,10 thou. \$10.00 ea.

CORK BALLAST STRIPS

1/8" (for HO gauge) 1m x 4cm \$ 0.60 ea.

1/16" (for N gauge) 1m x 2cm \$ 0.20 ea.

SAMPLES ONLY IN STOCK:

Genuine Pelton Australian scale coal

150g bag \$ 8.00 ea.

Prototype 160mm max. In O, HO & N scale.

Office Staff Duties - Exhibitions

While these notes were intended for the 1996 NSW Branch Exhibition, they are just as applicable for future exhibitions!

8.00am Ensure urn is filled and turned on so that Petticoat Junction staff can start the day with a lovely cup of tea or coffee.

9.00am Start work for the day. Remember, you are here to enjoy yourselves. SMILE and have fun!

10.00am Ensure that Petticoat Junction staff have sufficient help to enable the smooth and efficient serving of morning tea to the hungry hordes.

11.00am Clear the dining room of morning tea hangerons so that lunch can be prepared. Assist the Petticoat Junction staff in any way you are asked.

11.30am Organise exhibitors and workers to present themselves in an orderly and pleasant manner at the correct time for all three lunch sittings.

2.15pm Assist the Petticoat Junction staff in any way they may ask in order to enable them to relax over their last meal together for this exhausting weekend.

4.00pm Call the last time for the serving of the fine food and vittels for the weekend.

5.00pm Thank each and every one of the fine staff of Petticoat Junction for their hard work and dedication to duty over the weekend. Shower each of them with fine gifts of gratitude which they will accept humbly, and perform one last act of appreciation by inviting each to dine at an expensive restaurant at your expense this evening. By the way, you can close the exhibition now too if you like.

The staff of Petticoat Junction will be only

Branch Programme

November

Fri 22nd Layouts Clinic - update & discussion on all layouts

Sat 23rd Open Rooms plus Monthly Forum - discussion: "Layout Design"

Fri 29th Audio/Visual: "Bring Your Best" - all formats

Sat 30th Visit to Macarthur District Model Railway Club, Menangle Station - BBQ lunch - details from Club.

December

Sat 7th Layout Operation (General) - Xmas Sausage Sizzle - details from Club.

Fri 13th Modelling Night - layout operation - O & N Gauges (General)

Sat 14th Work Bee 10am - finish

Sat 21st Layout Operation (General)

Fri 27th Layout Operation (General)

Sat 28th Open Rooms plus Monthly Forum

Tue 31st Juniors Layout Operation (General) 10am

January

Sat 4th Layout Operation (General)

Fri 10th Modelling Night with Laurie Lumsden & Al Cutmore - layout work

Sat 11th Working Bee - 10am to finish

Tue 14th Juniors Layout Operation (General) - 10am

Sat 18th Layout Operation (European)

Fri 24th Audio/Visual: "Xmas Goodies/Holiday Expeditions" - Slide/Print/Video

Sat 25th Open Rooms Plus Monthly Forum

February

Sat 1st BRANCH ANNUAL GENERAL MEETING (Members Only) - no facility fee

Sat 8th Working Bee - 10am to finish

Fri 14th Modelling Night with Laurie Lumsden & Al Cutmore

Sat 15th Members Auction (please book in lots by 2 pm)

Sat 22nd Open Rooms Plus Monthly Forum

Fri 28th Host Hills Model Railway Society (to be confirmed)

too pleased to accept your kind words of thanks and appreciation - or gifts - at any time during the day.

Kitchen Staff Roster for future Exhibitions!

9.00 - 10.00 Prepare Morning Tea

10.00 - 10.30 Morning Tea

10.30 - 11.30 Prepare (own) Lunch

11.30 - 2.30 Swimming

2.30 - 3.30 Afternoon Tea

3.30 - Home!

April 1, 1997

Programme Notes

* WORK DAYS: Wednesdays from 11am; most Monday nights 7:30-10pm.

* Meeting times, unless otherwise indicated, are:

Saturdays, 2:00 to 5:30pm 2nd & 4th Fridays, 7:30 to 11:00pm.

* Facility Fee for members: \$2 (\$1 Student members), Work Days all \$1.

* On Layout Operation days priority is given to prototype indicated.

* Guests welcome at meetings unless otherwise indicated.

* Clubrooms are situated in Chapel Lane, Rockdale. Phone (02) 9567-1899.

* This programme may be subject to change without notice.

Updated programmes available from the Clubrooms.

* All correspondence on NSW Branch matters should be addressed in the first instance to: The Secretary, AMRA NSW, PO Box 194, ROCKDALE NSW 2216.

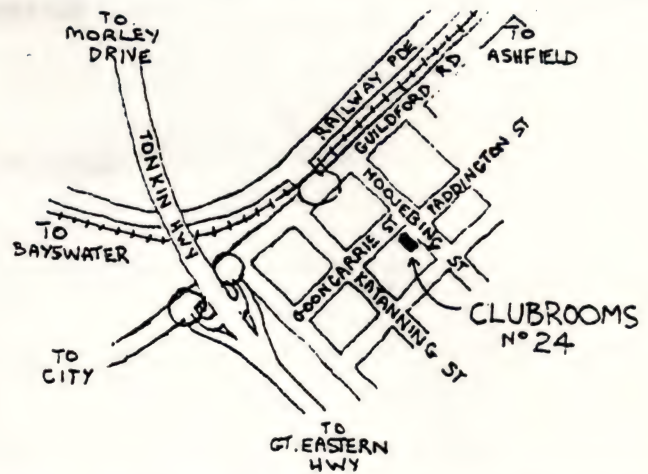
Where Did the Numbers Come From?

Recently browsing through some old catalogues I was struck by the radii selected for sectional track by different OO/HO Scale Manufacturers.

Maker	Curve Radii [in mm]	Section Angle [in degrees]	Point Angle [in degrees]
Atlas	381, 457 & 559	10 & 30	20
Fleischman n	375 & 432	15 & 30	15
Hornby	373, 438 & 504	45 & 22.5	22.5
Jouef	325, 385 & 445	45 & 30	14 & 22.5
Lima	360 & 432	30 & 36	18
Rivarossi	400, 500 & 585	20 & 30	20

What was the basis for the selection of these radii and angles? The Atlas radii are straight conversions from imperial dimensions. Hornby were originally listed in inch dimensions. The rest originated in metric dimensions. At least they are all 16.5mm gauge!

Ted Thoday



Simon's Scribblings

Simon's lost his scribbling stick. Simon cannot scribble without his scribbling stick, so Simon wasn't able to scribble scribbles for this issue's Simon's Scribblings. So as Simon cannot scribble here's a couple of things he might have scribbled if he hadn't lost his scribbling stick, if you get what I mean. Thought you would!!!

Christmas Social Function

Saturday 21 December is the date of our annual Christmas Social evening - make a note in your diaries to make sure you do not miss this opportunity to bring your families to our Clubrooms and enjoy a pleasant few hours in the company of your fellow members and their families. Details are in Programme Note 21.

ModelRail '96 - 1 December 1996

As Dennis Ling said in the last issue we will need volunteers to help set up on Saturday afternoon, to man the displays and ticket desks and to take down on Sunday evening. If you are able to help in any [all?] of these, please see Dennis so that he can make up a proper duty roster for everyone involved. If you cannot manage enough time to join in the work outlined above, you can help [greatly] by coming along during the day - as a paying customer - and enjoying yourself looking at the wonders to be set before you - later in the afternoon I will be presenting the trophies won at the Railway Modelling Competition.

Yes, the Railway Modelling Competition. Entry forms are now available at the Branch clubrooms, at the larger hobby shops around Perth and by mail from the Secretary or Dennis Ling.

Completed entry forms must be returned by Saturday 23 November and entries will be received at the clubrooms from 1000 to 1100 on Saturday 30 November. Judging will be done on Saturday afternoon and trophies presented on the Sunday afternoon. All entries will be exhibited, as usual, as a part of the ModelRail scene. Have a go and give the judges a hard decision or two - you've got to be in it to win it!!

Building Extension Project

Recently we were informed that there is a possibility of the Branch obtaining a grant through the Ministry of Sport and Recreation

to assist with the construction of the building extension. The grant could be for a significant proportion of the construction costs.

We are investigating this and will be submitting the appropriate application. By the time you read this, applications will have closed.

One condition of the grant is that work must not have started on the building extension before the grant is approved, therefore the project is 'on hold' until we know the 'fate' of our application.

We do not expect to receive an answer to our application before early 1997.

Amendments to the Association's Constitution

If bestowed with excellent eyesight, Branch members might have seen in Issue 233 of 'Journal' the results of the recent ballot to consider proposed amendments to the Association's Constitution. From the report of the Returning Officer and Scrutineer, it seems that the amendments, which had been proposed by the Western Australian Branch management Committee as a consequence of the Branch's 1994 Annual General Meeting, were agreed by a majority of Association members Australia-wide, as well as a majority in each of the four Branches [as is now required by the penultimate amendment to the Constitution agreed earlier this year] and are therefore now incorporated into the Constitution of the Association.

In Western Australia, the vote was unanimous in favour of the amendments and even the Victorian Branch, where the Branch Committee of Management had recommended to its members against the amendments, the vote was two to one in favour of the amendments.

It has been an interesting, though lengthy, exercise in democracy at work and the end result has been most satisfactory.

Sincere thanks to Barry Bryant for all the hard work that he put into this affair.

Simons 'Ghost Writer'

The 1996 Railway Modelling Competition

The Railway Modelling Competition is open to ALL modellers, whether they are members of A.M.R.A. or not. Entry forms for the Competition are available in the main hobby shops, from the Secretaries of other

model railway clubs and by application to the Competition Coordinator or the Branch Secretary at P.O. Box 60, MAYLANDS, WA 6051.

To cover the administrative overheads, there will be a fee of \$2.00 per person entering the Competition, regardless of how many models are entered. The fee should accompany the Entry Form[s] when returned to the Competition Coordinator.

Subject to there being sufficient models entered by sufficient modellers, there will be categories for:-

LOCOMOTIVES

- Scratch-built
- Kit-built, with or without modifications
- Modified ready-to-run proprietary

ROLLING STOCK

- Scratch-built
- Kit-built, with or without modifications
- Modified ready-to-run proprietary

STRUCTURES

- Scratch-built [incl. road vehicles]
- Kit-built, with or without modifications

DIORAMAS

Trophies will be awarded in all categories, provided that there are sufficient models entered by sufficient modellers in each category. There will be a special award, 'The Ossie Gully Cup' for the best model over all categories, as well as trophies for:-

[a] the best model, over all categories, entered by a junior modeller [defined as 'under 16 years of age'].

[b] the best model, over all categories, of a Western Australian prototype.

[c] the best model, over all categories, assembled from a Railwest Models kit

Entries will be required to be delivered to the venue for the Competition, the A.M.R.A., W.A. Branch Clubrooms, at 24 Moojebing Street, BAYSWATER, between 1000 and 1100 on Saturday 30 November 1996.

The presentation of the trophies will take place on the afternoon of Sunday 1 December during ModelRail '96, which is being held in the same venue. The presentation of trophies will be at 1600.

Details of the judging system to be used are available for the guidance of modellers. These, plus the Rules for the Competition, are available as part of the Entry Form.

Dennis Ling
Competition Coordinator.

Programme**November**

Wednesday	20th	Great Western Railway Modellers Special Interest Group - Clerestory coaches	Note 13
Friday	22nd	Southern Railway Modellers Special Interest Group - Scratchbuilding SR wagons for an Engineers trains	Note 14
Saturday	23rd	Special Work Day followed by General Club Activities	Notes 15 & 1
Monday	25th	Australian Railways Special Interest Group - topic to be decided at October meeting	Note 5
Wednesday	27th	Railway Modelling Workshop Series II - Turnout construction	
Saturday	30th	Railway Modelling Competition and Limited General Club Activities	Note 16

December

Sunday	1st	ModelRail	
Monday	2nd	Basic Track Planning Techniques by Rod Tonkin	Note 17
Wednesday	4th	LMS Modellers of WA Special Interest Group - Diesel locomotives and railcars.	Note 18
Friday	6th	N Scale Special Interest Group - running night	Note 4
Saturday	7th	General Club Activities	Note 1
Monday	9th	Sn3½ Special Interest Group	Note 2
Wednesday	11th	Railway Modelling Workshop Series III - Turnout construction	
Saturday	14th	Special Project Afternoon/General Club Activities	Note 19 & 1
Monday	16th	General Club Activities	Note 1
Wednesday	18th	Great Western Railway Modellers Special Interest Group - 'Bring and Show' running night	Note 13
Friday	20th	N Scale Special Interest Group - fun night	Note 20
Saturday	21st	O Scale Equipment Sale/General Club Activities Note 1, followed by - Christmas Social Function	Note 21
Monday	23rd	Australian Railways Special Interest Group - topic to be decided at the November meeting	Note 5
Wednesday	25th	It's Christmas Day, no meeting today, everyone is too busy opening their presents, etc..	
Saturday	28th	General Club Activities	Note 1
Monday	30th	General Club Activities	Note 1

Programme Notes

1 At General Club Activities meetings, you may use the Branch facilities more or less as you wish [provided you recognise the feelings and entitlements of other members] - you may run your own trains on the Branch's layouts [Sn3½ models may have difficulty in passing the platform edges on 'Haltwhistle'] or you can use some of the Branch's gear [see the Duty Officer for access to the models]. You are welcome to assist with work on the various layouts, Student Members are encouraged to assist in the development of the Student Members 16.5mm gauge layout. Our video, book and magazine library is at your disposal, to browse, borrow to take home, or to play your selected video on the Branch's VCR. You may also make use of our Work Station for that job you haven't been able to do at home - you must be accredited for the use of the Lathe and Air-Brush [see the Duty Officer for access to this equipment]. If all these activities seem a bit too arduous, you can chat away to like minded railway modelers. Having trouble with your latest project? Don't know where to find the answer? Find the Duty Officer and he will either answer your question[s] or find someone who can.

2 Are you interested in modelling the local scene? At the Sn3½ Special Interest Group meetings you can try your hand at building a model of a fairly simple WAGR prototype, under guidance of experienced modelers and, as you develop the necessary skills, progress to more complex models. Most of your modelling requirements can be obtained through either 'Paddington Market' [styrene sheet, MEK, soldering flux, etc..] or from the Railwest Models sales person present [wheels,

compensation units, castings, brass rod, and various kits, etc..]

4 The N Scale Special Interest Group meetings are designed to allow active modelers in N scale to enjoy some running on the Branch's 'West-N-Track' layout. However, you don't have to be an N scale modeller to participate in these meetings.

5 For those modelers who are interested in modelling the standard and broad gauge railways of Australia, whether Government owned or privately owned, a monthly meeting to discuss common problems and sources of supply of proprietary and kit models and modelling materials. During each meeting the members will decide on the topic for the following meeting. For further information, contact Rob McKenzie on 09 384 0461 or Matthew Turner on 09 279 3852.

13 If your interest is in locos painted in Brunswick green or coaches in brown and cream the Great Western Railway Modellers Special Interest Group is of interest to you, contact Bob Burking [09 354 3037]. The topic at the 20 November meeting is 'Clerestory coaches of the GWR' - the topic will be introduced by one member and others will be encouraged to show their models of these interesting coaches and to add to the discussion. On 18 December members are invited to bring along a complete GWR train [goods or passenger], run it on one of the Branch layouts and tell those present something about the models and the prototype they represent.

14 Members interested in the Southern Railway, its constituent companies and British Railways [Southern Region] are welcome at the Southern Railway Modellers Special Interest Group meetings. The Group also meets elsewhere to continue their construc-

tion of an exhibition layout based on Alton, Hampshire. If you wish to become involved contact Mike Sibley on 496 1243. Many hands will make light work of this project which is intended to produce an 'interesting' train for the Alton layout. Bring along your modelling tools and get involved.

15 The Special Work Days. There are always plenty of jobs needing to be done around the Clubrooms to keep them 'ship-shape' and to ensure we provide a safe workplace. A 'task list' will be displayed on the blackboard from 1 November. Continuing effort will be put into the refurbishment of our 'exhibition infrastructure' items, the upkeep of the garden area as well as the usual tasks. Bring your tools and safety equipment and your working togs. It is intended that work will cease about 1600 and from then on members may use the Clubroom facilities in the same manner as on a General Club Activities day. While the work is in hand, the Library and the Layouts Room will be closed and 'off limits'. The 'outdoor' tasks may be delayed if the weather intervenes.

16 Full details of the Railway Modelling Competition are given elsewhere in the branch notes.

The judging of the entries in the Railway Modelling Competition will take place from about 1300 onwards and the Library Room will be used for that purpose throughout the afternoon.

THE LIBRARY IS COMPLETELY CLOSED TO MEMBERS TODAY as a consequence. However, the remainder of the Branch's Clubrooms facilities will be available for members' use.

17 This is another presentation aimed at members new to the hobby but older hands might also learn a thing or two. It is a natural follow-on from Simon Mead's talk on base-board construction in November.

18 This topic for the LMS Modellers of WA Special Interest Group has been specially requested by Peter Sapte who will be visiting us from the U.K. so let's have a good turn out of the 'Crimson Lake' chaps please!!

19 This Special Project Afternoon is for the enveloping, Post Code sorting, etc., etc., of the next issue of 'The Branchline'. The Branch facilities will be available for General Club Activities [Note 1] following the completion of 'The Branchline' task.

20 This is the normal pre-Christmas fun night where members 'let off steam'. We could have a hauling contest and a longest train contest, etc.. Anything [within reason, please. Ed.] goes!!!

21 Saturday 21 December. The sale of O scale equipment will commence at 1400 in the main Meeting Room; while the sale is taking place the remainder of the Clubs facilities will be open for General Club Activities concluding at 1700.

From 1700 the Christmas Social Function will be an occasion for THE WHOLE FAMILY, so why not leave a little earlier than usual and come back with your wife [or husband] or friend [of either sex - we're not prudish!] and the children and let them see how you occupy your time at the Clubrooms. They may already know but even so they will sure get a pleasant surprise on the night . . . and that won't be only at the extent of the Clubrooms facilities.

The format for the evening will be a meal cooked on the BBQ at the rear of the Clubrooms and eaten in the company of other members either in the comfort of the Meeting Room or, if you wish, out in the open air on the grass at the rear of the Clubrooms or on the path at the front of the Clubrooms if it's windy. So, bring your own 'nosh', alcoholic drinks, plates and eating irons and, if you intend sitting outside, your own folding table and chairs. If you are eating inside we have enough chairs and tables, the reason for the distinction is that our stackable chairs tend to 'sink' when used on grass.

We anticipate lighting the BBQ fire about 1800 so that we can start cooking about 1830. We suggest that you arrive before we start cooking so that there can be some fraternising among members' families.

We will lay on the hot drinks [and cups] and cool drinks will be available [at the usual cost] from the refrigerator in the Meeting Room.

The Management Committee look forward to seeing you and your families at our annual Christmas function.

Meeting Information

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [right opposite to Paddington Street]. Moojebing Street runs off Guildford Road towards the Swan River about 50 metres east of the traffic signals which control the railway crossing opposite the Cresco fertiliser works. The times of the meetings are as follows:-

Mondays and Wednesdays: 2000

Fridays: 1930

Saturdays: 1330

The Duty Officer will open the Clubrooms at least 15 minutes earlier than the times specified above.

Members pay a small fee at each meeting; this covers some of the general operating expenses of the Clubrooms and entitles members to free hot refreshments [tea, coffee, Milo] and a biscuit [or two]. Visitors are not required to pay a fee unless they keep coming to the Clubrooms week after week without even giving a hint about joining the Association [and, thereby, the Branch].

Canned soft drinks are available from the refrigerator in the Meeting Room. The key is held by the Duty Officer. Cordial and chilled water are also available from the refrigerator at no cost.

Spotted in the Press

Item 1

On page 46 of the 22 September issue of the 'Sunday Times' was a review, by Gary Merrin, of a 30 page booklet published by the WA Division of the Australian Railway Historical Society.

Titled 'The Diesel Mechanical Railcars of the WAGR' this booklet details the history of the diesel mechanical railcars that entered service in the 1950s until replaced by the electric MUs. Priced at \$8.50 the booklet is available from the Rail Transport Museum at Bassendean. The authors are Andrew May and David Merrin.

Alan Porter has provided this brief review of the booklet. The book gives a very complete picture of the ADG, ADH and ADX rail-

cars of the WAGR and the ADA and AYE trailer cars that were used with them. Excellent drawings of all types, as well as many photographs, eight of them in colour [including the experimental Nanking blue/grey liveried ADX 670], complete history of the classes and each member of each class and a map of the Perth suburban area rail system of those times.

The book consists of a central 'core' article by the authors published in the monthly ARHS 'Bulletin' in 1985. This is surrounded by additional colour photographs and a conclusion written by Branch member [and ARHS WA Division President] Bill Gray which covers the final years of these originally AEC engined railcars, their write-off dates and their ultimate fates.

This book is an essential for anyone modelling anywhere on the Perth suburban network between 1954 and the 1980s/1990s as they lasted a very long time.

Item 2

Members who participated in the Railway Modelling Workshop series on 'Tree Making' may like to read an article titled 'Forestry Commission' on pages 29 to 35 of the June issue of 'British Railway Modelling' magazine. This amplifies what we did in the series and gives some very useful additional hints, tips and source information.

Of particular interest is the use of 50mm2 electric arc welding cable as the source of the wire used for the tree trunk and branches. Once the insulation is removed there is an 8mm diameter bundle of fine stranded wire, at least 100 strands. Does anyone know of a source of scrap cable of this type?

Item 3

Also in the June issue of 'British Railway Modelling' [pages 50/51] is a novel method of lightweight baseboard construction - well worth a read. The framing and grid parts are from 9mm 'el cheapo' plywood and scraps of 50 x 50 and 50 x 75 timber.

Making a Display Cabinet

This is about how I produced a display cabinet, complete with glass sliding doors, for a total outlay of \$5.00. The idea was simple. Buy a bathroom cabinet at the local swapmeet, the kind with sliding mirrors that form the doors, and then just remove the mirror finish from the back of the glass. Nothing to it!!!! In practice it wasn't quite that simple, but rather than relate the whole saga I have just listed the lessons I learned along the way; just in case someone else wants to try it.

Andrew listed a number of methods he used to try and remove the 'silvering' from the mirror glass. Several of these involved toxic and dangerous materials and techniques. As this magazine is available to our Student member, and others [via 'Journal' and the State Library Service] who may not have the knowledge, skills and facilities to carry out these processes safely, I have exercised my 'editorial prerogative' and deleted that part of Andrew's text which described those processes. We have a 'duty of care'.

Suffice to say that Andrew was eventually successful in removing the 'silvering' but it took him a considerable time and lots of effort.

My Learned Friend and I have made a few enquiries; the advice we are given is that it is

much simpler to buy two new pieces of glass to replace the mirrors. My friends at Pilkington Glass quote \$10.00 each for suitable 4mm glass replacement doors which might be a more viable alternative to the potentially dangerous, messy and time consuming process that Andrew described, even if it makes his cheap cabinet somewhat more expensive. Ed.

The final result was a sturdy steel cabinet 28 inches long by 14 inches high and 5 inches deep. It has three shelves and will hold six locomotives [or twelve if you put them in two deep]. There would be room for four shelves if I rebuilt the inside. It isn't smart enough to mount on the lounge room wall but it's OK for the wall of the shed, holding those few special locos that you don't want to leave out on the layout, and it only cost \$5.00 if you don't count three hours work and some minor skin damage.

Andrew Morling

What Do You Want in the Branch's Meetings Programme?

Recently there seems to have been a tendency for attendances at the 'first Monday of the month' meeting, which is reserved for a formal talk on some aspect of railway modelling, to fall to quite small numbers and most of those present have been modelling for many years.

The Management Committee is interested to find out why the talks and presentations seem not to be very attractive to the vast numbers of new members, most of whom are new to the hobby. Have the talks been too advanced, too complicated, too specialised for the new modellers? Perhaps they have and to remedy this, the Branch programme as from November will 'go back to basics', beginning with a talk on baseboard construction and a month later one on layout design. Next year there will be talks on track laying, electrics, modelling the terrain, modelling of vegetation, 'animating' the layout, maintenance of locomotives and rolling stock and perhaps other topics as well.

Comments and suggestions from all members on the Meetings Programme are always welcome, especially from the newer members. Let me know what you expect from the Branch in the way of formal talks, demonstrations, etc., and I will endeavour to find the people with the technical knowledge and presentation skills to satisfy these needs.

Alan Porter
Programme Coordinator

Arid Australia's World Record

Receives a brief mention, with photograph, on page 432 of the September issue of 'Railway Modeller'.

The August issue of 'Continental Modeller' has the full story written up by Branch member Robin Lumley.

Maintenance and Development News

I am still tying up loose ends in getting the Tool Usage System up and running, one of the main 'hang-ups' being how to hang the screwdrivers on the Tools Shadow Board and have the capability to hang a Tool Token where the screwdriver was if it is to be used away from the workbench.

When all is finished, Eric Kay will be stepping into the uniform of 'Tools Gaffer' and will keep you all in order [You will smile vile you use my toooooooos].

One tool that requires rehabilitation before it can be used again is the lathe - the tool post has been subjected to an enormous force by someone and the 4mm thick steel has been distorted and cracked. The damage happened about 15 months ago. I cannot recall whether it was previously reported but it is yet another example of a casual attitude that some members take with Branch property. Bob Hands [from whom the lathe was originally purchased] has offered to make up a new tool post and we are extremely grateful to Bob for this. However, it should not have happened in the first place. [Presumably the culprit holds an accreditation to use this equipment!!]

Apart from starting the long overdue screening off of the mezzanine floor with a 500mm high screen above the Library, Store-room and Toilet area, my next main project will be to make another set of shelves for the Library. These will go in the space behind and to the right of the Librarian's desk and give a bit more breathing space before the completion of the Clubrooms extension [not likely until late 1997/early 1998] and the consequent 'liberation' of the present Storeroom to become additional Library space and possibly a small Office. It is expected that the new shelves will be installed sometime in December.

As it is likely the Clubrooms extension project may be 'on hold' for a few months, there might be the possibility to spend a bit of money on replacing some of the non-model railway equipment in the Clubrooms and to consider getting some things which might make life a bit easier. Things on my little list are:-

Replacement of present TV set with a more modern and dependable type

Purchase of a Slide Projector - will save us imposing on Simon Mead every time we need to use one

Purchase of an Overhead Projector - for projecting photocopies of pictures, etc., and other visual aids when giving talks

Purchase of a Rotary Mower and Brushcutter - removes the requirement for members to bring their own, and will enable more regular attacks on the gardens.

Purchase of a more modern, more dependable and faster photocopier - this could enable a degree of 'in house' production of printed matter, 'The Branchline' [both versions], Exhibition publicity material, etc.

Of course, all these bright ideas will have to pass the scrutiny of the Management Committee and there will have to be a strong cost-benefit balance. But, if members can think of any other items of a non-model railway nature which will make life in the Clubrooms a bit easier then please let me know and I will add their ideas to the 'wish' list.

The principal maintenance activity in hand at the moment is the painting of the Exhibition Ticket Boxes inside and out in gloss white with a black striker band at floor level on the outside. This work progresses steadily from meeting to meeting with occasional bursts of forward thrust an 'Work Days' when more than one paint brush can be brandished. There's no hurry with this one however, pro-

vided they're ready by next June for the 1997 Model Railway Exhibition.

Alan Porter Clubrooms Maintenance and Development Officer

Wanted - 1

Empty aluminium drink cans. The Branch helps the environment by selling these and makes a useful addition to Branch funds. Please rinse, but do not crush them, the Duty Officer will show you where to deposit them in the Clubrooms.

Wanted - 2

Articles for 'Journal', either direct to the Managing Editor of 'Journal' or to me please. The same format as articles for 'The Branchline' with the addition of a hard copy so that the Managing Editor knows what he is looking for and how you intend it to be laid out, etc.. Ed.

Wanted - 3

Recent new member Robin Lumley is changing his modelling 'theme' from 'modern image' to 'Somerset and Dorset' in the mid 50s' to early 60s' and is interested in obtaining all or any of the following 4mm scale OO gauge models:-

LMS Class 5; BR Standard Class 5/4; SR/BR West Country/Battle of Britain 4-6-2, both rebuilt and unrebuilt versions; LMS 2P 4-4-0; BR Standard 9F; LMS 'Crab' 2-6-0; LMS 4F 0-6-0; S&DJR 2-8-0 [DJH kit?] plus SR/LMS/BR coaching stock.

Robin will buy any of the above or is willing to swap for any of the items listed below which are -

For Sale [offers invited]:-

2 x Hornby Class 47; 1x Mainline Class 45; 2 x Hornby Class 31; 1 x Hornby Class 37; 1 x Lima Class 52 [Western]; 1 x Lima Class 55 Deltic; 1 x Lima Class 33; 1 x Lima Class 08, all the above are in rail blue livery and have very low mileage.

Hornby IC125 set comprising 1 x power car; 1 x trailing end; 1 x 1st class Mk 3 coach; 2 x 2nd class Mk 3 coaches; 1 x Mk 3 restaurant car - very, very low mileage.

8 x Hornby Mk. 2 coaches [2nds, 1sts, brakes]; 4 x Hornby BR Mk1 sleeper cars.

1 x Triang 'Lord of the Isles' plus 3 x GWR clerestory coaches - original 1962 edition.

Triang Transcontinental [1960 approx.] 2 x observation cars [end light]; 1 x observation car [top light]; 1 x baggage car; 1 x diesel locomotive [unpowered]

Robin can be contacted on 09 385 0756.

More on What's Happening to Crowline Models

That Crowline Models' products might continue to be available after the end of August seems to have been confirmed by their advertisement in the September issue of 'Railway Modeller'. Not only is it surprising that there should even be an advertisement in the magazine, for the principals [Dave and Sheila King] had retired from the business on 31 August, but there is also a footnote which says:-

"As you are all probably aware we are retiring and closing down on 31st August instant. All orders received on or before this date will be honoured as far as possible with

refunds being made on anything which we cannot supply. However, 3 members of our long standing staff have made overtures to us to take over the business. Active negotiations are at present in hand, BUT, there are many hurdles which may or may not be possible to overcome. In any event it will take some time - we shall see."

So, it seems that the 'wink and a nod' that I noted in the last issue of 'The Branchline' was fairly right, but it might take some time for the price to be right!! and for the new owner's identity to become known. In the meantime, it will be interesting to see whether Crowline Models advertisements continue to appear and also what they say!

Alan Porter.

Railway Modelling Workshop Series

Five members have indicated an interest in constructing their own turnouts [points]. This topic is potentially of interest to other members so the Management Committee has allocated the necessary programme slots. If you wish to participate you will need the following:-

either -
a turnout [point] kit of your choice, or,
the necessary parts, i.e., rail, material for sleepers [pcb strip or 1mm ply], and chairs [rivets for ply sleepers].
a plan of the turnout of your choice [a simple left or right hand turnout is recommended as a good starting project]

You will need the following tools, etc.:-

suitable track and turnout gauges
medium cut file
fine cut file
piece of formica/laminex about 30mm wide x 250-300mm long, size is not critical
soldering iron plus non-cored solder and phosphoric acid flux [these last two are available from Paddington Market]
a pair of pliers with square ends
a strong pair of end cutters [for cutting rail], a Xuron cutter or a fine saw capable of cutting rail
a couple of Swiss files
double sided adhesive tape
a piece of melamine/laminex faced chipboard at least 200x400mm as a working surface; it needs to be wider/longer than the width/length of the turnout you intend to construct.

Blutak

As usual a set of notes will be provided to those participating - these will add to those from previous workshops.

Copies of the notes from previous workshops are available from Paddington Market for the princely sum of \$5.00, see the Duty Officer.

1997 Model Railway Exhibition

Yes, I know it's early days yet . . . it's all of 7 months to go!! I have recently written to many people asking them if they would be interested in exhibiting a layout next year. If you didn't get a letter and you are interested in showing your layout or you know of someone whose arm might be [gently of course] twisted, then please see me or write to me so that you [or they] can be put on the list of 'possibilities'.

Early next year I will be contacting all 'possibles' asking them to confirm whether they are still interested in coming and the size of their layout, etc. . . . then we'll know how far we'll have to stretch the Silver Jubilee Pavilion!!

Remember, don't bottle it up - contact me and talk it over

Dennis Ling
Exhibition Manager

Around the Layouts



As Barry Bryant mentioned in some detail in the last issue, the N scale brethren have a busy 12 or so months ahead of them even if they are not required to take part in next year's exhibition. Their layout is running well and is well patronised.

Haltwhistle

Under Norm Turner's guidance this layout continues to be a popular testing site for 'new' [or newly bought] 16.5mm gauge locos and rolling stock. As one would expect there are the occasional 'gremlins' but these are promptly sorted out [as a rule] and many members enjoy using Haltwhistle.

Ebford Regis

The O scale mob are working on Ebford - much work is being done at home and will eventually be re-installed on the layout. There are an increasing number of interested and involved members and they hope to have the layout in a reasonable condition for ModelRail at the end of next month.

Dennis Ling
Layouts Coordinator

RailMODEL Digest No.3.

The topics covered are:-

On page 3 in 'From the General Manager's Office' are details of availability of RMD in Australia and New Zealand

Constructing an LNWR Webb 'Chopper' 2-4-0 tank from a London Road Models kit

Photographs of a 7mm model of Lingfield Signal Box, two views of 'Rawnook', a 4mm scale EM gauge layout

The Ulpha Light Railway, Norwood MRCs Cumbrian P4 mineral railway

Construction of 7mm models of LNER suburban coaches from Kirk parts

War-time pillboxes [concrete built gun-emplacements from WWs 1 & 2, Ed.] modelled

Wagon running gear in 4mm scale, a look at the options

Prototype Matters looks at some commonplace items

A brief look at modelling Irish signals

Layout wiring for the electrically illiterate - Control Systems 1 - point motors and switches

Modelling 'Long Tom' a very tall LNWR signal at Edgeley Junction, Stockport

Prototype study looks at the BR Class 50 'Hoovers'

Bream Road - The Forest of Dean in a bedroom

ZAP! Light Emitting Diodes, 12v2A stabilised power supply,

LC&DR timber wagons

Project 2251 - the cosmetics
Layout Design - Oldhallows-on-Sea
Model railway photography
Microscale Kristal Klear

Reviews of Peter K: 4mm scale etched kit for GWR 1361 class 0-6-0ST; Derek Lawrence LMS 42' PLV kit in 4mm scale; British Railcars 1900-1950 book by David Jenkinson and Barry C. Lane; GNR[I] transfers from Chris Aspinwall

Advance notification of new book by Martin Brent, 'A Handbook of 7mm Finescale Modelling, 96 pages, £9.95, due late November

Membership Matters

Public Notice!! Elizabeth Polglaze wants it to be widely known that she and husband David do not see eye to eye on model railway scales!! Elizabeth points out that although there's a common element [namely the letter N] in their railway modelling interests, hers is N scale [you know, the little ones!], while David is into Sn3½ [you know, the WA ones!!]. Sorry that I did not pick up this small matter of domestic disharmony when I listed them both among the new members in the last issue of 'The Branchline'.

Congratulations need to be extended to the membership as a whole. As you will all be aware, membership subscriptions became due on 1st September, yet over 140 members had renewed before that date, and by the following weekend we had 187 renewals. This I believe is an excellent example of the quality of our membership at the moment and it is heartening to think that so many of our members are keen to rejoin. We must be doing something right. I also hope that this is indicative of the feeling of all our members and I will not have the need to chase anyone. I will be away in the UK for a month during September and October. In my absence Alan Porter will be forwarding your renewal forms to our Federal Registrar or you can forward your form and remittance direct. I will be sorting out the records upon my return and will be issuing notices with the next issue of 'The Branchline' to those members who have not renewed by 31 October. Remember, if you have not renewed by that date you will be required to pay an additional \$4.00 rejoining fee and for those who still have not renewed the December issue of 'The Branchline' will be your last.

We have recently been checking up on the Student and Family members of the Branch. A number of them are no longer eligible for that category of membership and should seek full membership in future. The criteria for being a Family Member is that you are either the spouse of the Ordinary Member or a son or daughter who would normally be a Student Member. A Student Member is one who is 10 years or older and currently attending full time education, although it seems that this rule is normally relaxed a bit to allow students attending further education to remain as a student, providing they are under the age of 19. Once a Student or Family Member reaches the age of 19 or commences work, they will be required to become an Ordinary Member.

Now for the new members. We extend our welcome to the new members of the WA Branch listed on page 142. On behalf of the members of the Branch, I would like to wel-

come you all and for those who have not yet paid a visit to our clubrooms, please do so. We welcome the opportunity to meet you and extend to you the hospitality and friendship that this Branch is becoming famous for.

I was updating the Branch Membership Register recently and, noting that the membership identification number system is now nearly up to 5500, I set about looking for the names of W.A. Branch members with low member identification numbers which means that they have been members of the Association for a long time [and in some cases, a very long time!]

Lowest numbered W.A. Branch member is Gus Durham [542] which reflects the fact that he joined the Association in New South Wales in the 1960s before the formation of the Western Australian Branch in 1972 and before he was transferred to Western Australia by his then employer, Ansett Airlines.

Then comes Graham Watson [No. 1318] who had joined the Association in 1968 [or thereabouts] and who, being present at the first meeting of the Branch in 1972, was elected President!

Next come a group of ten members whose member identification numbers lie between 1799 and 2000. These are the 'survivors' from the initial recruitment of railway modellers into the Association when the Western Australian Branch was formed in May 1972 and when there was no other significant model railway club in Perth apart from the Western Australian Model Railway Club which was going through a bad time following its movement from the Karrakatta station building and its relocation into the 'Rare Breeds Pavilion' at the Claremont Showgrounds [not its present location]. These ten 'survivors' are:-

1799	Ron Congdon
1804	Tony Gray
1822	George Bristow
1827	Allan Hamilton
1830	Don Lorimer
1833	Bill Schwagermann
1856	Steve Rayner
1881	Tom Donkin
1889	Simon Mead
1958	Bernie McGuinness

'Johnny Come Lately' members whose identification numbers are in the next thousand up and who joined the Association during the rest of the 1970s are:-

2156	Ted Thoday
2187	Chris Patterson
2195	Alan Porter
2284	Bruce Norton
2318	Trevor Kerr
2327	Peter Verga
2419	Mike Sibley
2462	Kevin Congdon
2633	Arno De Smalen
2705	Peter Scarfe
2754	Ron Ashe
2752	Brian Hodges
2778	Tom Stokes
2789	Les Hayter
2971	Fred Gladwin
2986	George Noble

[It is interesting to note that out of the 27 members listed above around 50% have served on the Management Committee. Ed.]

Barry Bryant
Branch Registrar

Are You Making Use Of Your Library?

In 1994 a new borrowing system was introduced for the Branch library. Members fill in a form to become a borrower. Each book or video you have borrowed is listed on this form. The date of borrowing and return are also listed.

To date we have 172 current members on file [about half our Branch membership]. Three videos and 57 books are currently on loan. Many borrowers cards list less than ten items borrowed.

If you have not been a library user before, it's simple. The Duty Officer or Librarian will help you to fill in a borrower's card. You can borrow books or volumes of non current magazines for four weeks. Videos can be borrowed for one week. Next time you are at the Clubrooms pop into the library. Remember every magazine is new till you have read it.

Rod Tonkin
Branch Librarian

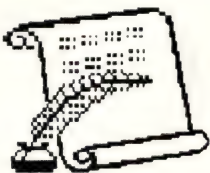
Bereavement Assistance Scheme

It appears that the need for a scheme like this was overestimated, or maybe the members do not have anything of value, or maybe the partners know exactly what their husbands have and its value, or maybe the equipment is already destined for someone and is already covered in a will.

Whatever the reason, the response to the scheme has not been as heavy as I would have expected. The scheme has been running now for about 6 months and to date only 6 members have nominated for the scheme.

However all is not lost, the scheme is there, it is up and running and open to any member to take advantage of it. If it is not being used, then the obvious conclusion is that everyone is covered and for that we must all be grateful.

Barry Bryant
Bereavement Assistance Scheme
Registrar



From The Scribe's Quill

Meeting No. 167 [JULY]

The major items of business dealt with at this meeting were :-

S. Mead reported that the building permit for the extension was ready to be picked up. Ready to commence preliminary work.

Video of 'Styrene Modelling' is now in the library and the books 'Getting the best out of Ratio Kits' and 'The 4mm Wagon Pt II' were on their way.

Missing box of 'Locomotives Illustrated' has not turned up. Committee decided to proceed with purchase of replacement copies, due to scarcity of some back issues.

Concern was raised about what appears to be a lack of interest in the Australian Railways Special Interest Group meetings. Meetings to be reviewed.

Letter received from Railhead MRC regarding, among other things an objection to

being included in the judging without consent. A. Porter replied to the letter on behalf of the Branch.

Exhibition remunerations were discussed and approved.

The allocation of Committee positions took place with all positions being filled. However a number have to be confirmed for Committee members not present.

Model Rail was discussed. Event to be held over the weekend 30th Nov/1st Dec. Format to be decided on.

S. Mead to contact Michael Hubbard to see if he was still interested in taking on the role of Project Manager for the building extension.

Exploratory meeting arranged for a proposed GWR Special Interest Group.

The Branch has been asked to assist with the disposal of a deceased estate, a large collection of O scale models. D. Ling handling it. The Committee gave its approval that we offer our assistance.

S. Mead donated four video tapes of his South African travels to the library.

Meeting No. 168 [AUGUST]

The major items of business dealt with at this meeting were:-

1 Labelling of items on display in 'Museum Showcase' proceeding slowly

2 Mike Hubbard interested in taking on role of Project Manager of Clubrooms extension project. Fire Brigades Board require some modifications to design of extension before approval can be given. S. Mead to resolve.

3 D. Ling liaising with owner of deceased estate of predominantly O scale model railway equipment

4 Report on 'No Reserves Auction' indicated lack of buyers and of sellers. Concept to be retained for further trial but only once yearly.

5 ModelRail '96 ideas outlined by D. Ling

6 Expressions of interest sought from modellers, kindred organisations and traders for 1997 Exhibition.

7 1996 Railway Modelling Competition publicity available for distribution

8 Discussion on general planning of work in 1997 on Branch's three main layouts

9 Discussion on need to get 'back to basics' with the formal talks and presentations, in view of many new members who are new to hobby

10 'WATCH OUT FOR TRAINS' signs obtained by B. Bryant have been fitted to doors to Layouts Room, surplus to be sold off through 'Paddington Market'. [Price \$10.00 each. Ed.]

Barry Bryant
Branch Secretary

An N Gauging Report

Just a short note this time. On the eve of my departure for the UK for a month, I have not had time to go around the hobby shops and find out what's in stock. However Gavin from Perth Hobby Centre did gave me a ring to let me know about the next release from Spectrum.

It appears there will be 2 releases early in the New Year. The first is the 2nd run of the Dash 8 Wide Cabs. Generally the release will

be in the same roads as the first, but with new numbers and in the case of Conrail 2 new numbers in their Quality livery. Also in this release they have added locomotives in C&NW to the range of models available.

The second new release is a model of a Doodlebug. For the non American modellers amongst us, the Doodlebugs were the first of a range of single unit self propelled passenger coaches that were originally driven by Gas engines. The Gas Engine/Generator were usually located in a compartment at one end of the coach immediately behind the driver. These were the original predecessors of the Budd railcars. They were used on many lightly trafficked branches and will form an ideal model for a branch line layout. They are being produced in a number of roads, but as Gavin feels that there will only be a limited market for the models they will not be ordering a huge number. If you are interested in one then it would pay you to contact your favourite Hobby Shop and place an order.

At the time of putting fingers to keyboard, I have just received my copy of the July/August issue of N Scale Magazine. There are a couple of things of interest in it. Firstly the new products section featured a new model from Yesteryear Creations. It is an N scale finely etched brass farm windmill. For anyone modelling Australian outback scenery I think this is exactly what you are looking for. The fan rotates and the head turns.

Next, as you may remember I indicated in my report in the last issue of 'The Branchline' that there were rumours of Atlas producing a new GP9 model. It is now being advertised. It will be available in UNDECORATED, B&O, CN, DT&I, FEC, GN, L&N, MILW, NH, SAL, SP [Black Widow] and UP.

Finally, there is an interesting article on the forthcoming N Scale Convention at Long Beach. The talking point at the moment is the direction of N scale in the future and particularly the need for a new coupler standard to replace the Rapido. The article indicated that there has been quite a bit of discussion on this topic on the Internet and in Compuserve's TrainNet Forum. I have told Gavin about it so hopefully he can look out for the articles and keep us all informed. Anyone else on the Internet or Compuserve, we would all be interested to see what is being said about this hot topic. I feel that this topic may also be on the agenda for the Australian N Scale Convention in Canberra next year.

Last but not least before I wing my way overseas, we have had quite a selection of Japanese N Scale models in the Moojebing Market cabinets for some time. I feel that there is a very limited market locally for these models, so upon my return I shall be putting the details onto paper, and letting the Eastern States N scale groups know they are available. If you are currently thinking of maybe buying some of the items, then I suggest you make it known what you want, because they may not be there much longer.

Anyway off to the UK I go. If I get a chance during a very hectic itinerary I will pop into some hobby shops and I will let you know what the N scale hobby shop scene is like over there.

Don't forget the first Sunday in December is Model Rail. We need assistance to move the N scale layout to the other building, we

need members and rolling stock to man the layout on Sunday [it's a run anything weekend] and talk to the general public on N scale and to move the layout back Sunday evening. Remember many hands make light work.

Barry Bryant N Scale Special Interest Group Coordinator

Trunk Lines

It has finally happened. The old layout has gone. Originally built as an oval with large radius curves and double track. Successive reconstructions created a terminus to fiddle yard then a single track multi station trunk line. The frame had been much modified to accommodate these changes.

The crunch came this year. What remained of the frames was inadequate for a needed track realignment. The growth of modern rolling stock has made eighteen inch radius curves too tight for reliable operation. A new layout was required.

I now faced something new. A blank sheet of paper. True I knew the space I could use. Polite enquiries as to territorial expansions were made. The replies made it clear. The allocated space was half the carport [4000 x 2700].

A lockup car port is a good location for a layout. It is useable in all but the coldest weather, paint and glue smells don't affect the family. With modern blocks of land and council by-laws there is little opportunity for a shed down the back yard. A bonus is being able to see the layout from the kitchen window. You can view your handiwork while enjoying a cup of tea at the end of the day.

All I had to do was design a layout to fit the space. It sounds simple, doesn't it? If it's so simple why have so many books and articles been written on the subject? Over the years I've become partial to walk around type layouts. My preference is a 1980's single track railway following a river through rugged country. In the space available these preferences limit the maximum curve radius useable.

Rubbish bins were filled with ideas that wouldn't work. Eventually a reasonable arrangement evolved. A walk around arrangement with two crossing loops plus a hidden staging area was possible. This was achieved by putting the crossing loops on curves. The loops would hold a long enough train for my needs. Trials were carried out to check the chosen curves radii were adequate for the rolling stock to inhabit the system.

Scale drawings were prepared, both track plan and support structure. This allowed checking of the concept for hidden flaws. Was all the track accessible from the baseboard edges? Would the support system allow for the river below track level and the bridges to cross the river? How believable would the scenery be? Did the module joints lie beneath major trackwork?

The design was further checked for non model railway concerns. Would it be acceptable to the rest of the family? Was space provided below the baseboard for storage [lawn mower, Eskies, Exhibition layout and assorted junk]? Would it withstand inspection by Louis our cat?

The design reviews showed all was well. It now needs construction to start.

'Harthi'

Sale of O Scale Collection

About the time of the 1996 Model Railway Exhibition Gary Arcus received a telephone call from a lady who had been widowed for some time and whose late husband [who had not been a member of the Association] had a very large collection of model railway equipment, predominantly O scale but also a small amount of HO, OO and N scale gear. With the pressure of the exhibition on all members of the 1995/96 Management Committee and the approach of the Annual General Meeting in July, no further contact was made with this lady until the 1996/97 Management Committee met for the first time and I 'inherited' the job, as Gary Arcus had not stood for re-election.

The facilities available to widows by the Branch's 'Bereavement Assistance Scheme' are normally reserved for members only but we are often asked by widows of non-members to give some advice on how to dispose of their late partner's model railway gear and we usually offer the opportunity to post a notice on our Clubrooms Notice Board and a small mention in 'The Branchline'. These gestures are regarded more as a service to our members than to the bereaved widow.

However, there are occasions when the nature of the equipment and the circumstances of the widow are such that we offer a 'little bit more'. This 'little bit more' can consist of a listing and rough valuation and sometimes extends to facilitating the sale of the equipment concerned. Of course, we are always conscious of a precedent being created by such assistance [and of the work involved in giving that assistance, usually shouldered by just one or two members of the Branch].

After contacting the lady concerned and having taken a quick look at the nature of the model railway equipment, I proposed to the Management Committee that the Branch take on the responsibility for the sale of the equipment and this has been agreed.

The Branch has now taken delivery of the equipment concerned. I have prepared a complete catalogue of the items we have received and this, together with an appropriately worded receipt has been given to this very trusting lady.

With the assistance of some of the 'Ebford Regis' O scale group and with Alan Porter, our Treasurer, sitting in on the discussions as 'arbitrator' I am estimating the 'value' of each item, while recognising that at the end of the day the 'value' of anything is what someone will pay for that item! This valuation process will take about another three weeks to complete as there are over 400 items to consider.

It is then intended to sell the equipment, initially to the Branch and its members, following these provisional guidelines:-

[a] A list of the items for sale, together with the prices being asked [the 'values' currently being determined], will be posted on the Notice Board in the Clubrooms in mid-November and will also be available on application to the Secretary. Members can choose what they would like to acquire for their own personal use at the prices being asked.

[b] Items which have not been 'pre-selected' by members will be offered for sale in the Branch's Clubrooms on Saturday 21 December 1996 from 1400 onwards.

[c] If, prior to the sale, there have been expressions of interest from more than one party for any particular item, the interested parties can bid against each other.

[d] The Management Committee will consider the nature of any items not sold on Saturday 21 December 1996 and make a recommendation to the owner on future action.

It should be noted that most of the O scale locomotives and rolling stock are fitted with 'coarse scale' wheels which are not suitable for running on the 'Ebford Regis' 32mm gauge layout. 'Fine scale' wheels can be fitted at a cost of about £5.00 per axle for rolling stock such as coaches and wagons.

So, watch the Notice Board and be at the sale on Saturday 21 December 1996 - it will be a good opportunity to acquire a Christmas present for yourself.

**Dennis Ling
Vice President**

Special Interest Group News Australian Railways Special Interest Group

About 12 members of this SIG were at the 26 August meeting but the future of the SIG was not raised although some 'behind the scenes' discussion took place between the Group's Conveners, Rob McKenzie and Matthew Turner, as to the Group's future and the style of meeting that might best suit Group members.

Roughly the same number attended the 23 September meeting and Simon Mead attended to help them clarify the Group's future. The low attendance at the 24 June and 22 July meetings was attributed to wintry weather. These low attendances led to one Convener suggesting to the Management Committee that the SIG be abandoned.

Those present at the 23 September meeting were very positive and the Group will continue to meet on the fourth Monday of each month. The Group has an ad hoc 'topic agenda' decided only one month ahead; this will preclude any advance publicity in the Programme section of 'The Branchline'. The topic for 27 October is 'The Internet and its application to our hobby'.

This topic will be of interest to a wider cross section of members and I will ask Kim Hazlegrove if he will repeat the presentation early in 1997. If you're interested in the application of the Internet to our hobby and you cannot wait this long, you are welcome to come along to the 27 October Australian Railways SIG meeting.

Great Western Railway Modellers Special Interest Group

Ten members of the Branch participated in the discussion at the Clubrooms on 3 September to consider the formation of a Great Western Railway Modellers Special Interest Group. Mike Sibley and I also attended, representing the Southern Railway Modellers Group and the LMS Modellers of W.A. respectively. We outlined to the GWR enthusiasts present some of the history and the style of operation of these two existing Special Interest Groups within the Branch.

Those present decided unanimously to form a Great Western Railway Modellers Special Interest Group within the Branch and, after some discussion and a 'straw poll' on dates

other than the first Tuesday of the Month, it was decided that the Wednesday in the week of the third Monday of the month would best suit the majority of those present. [Generally this is the third Wednesday but not necessarily so. If the first day of the month is a Tuesday or a Wednesday, this Group's meeting will be on the fourth Wednesday of the month. If all this sounds complicated, it is!!! The safest thing is to watch the Programme page in each issue of "The Branchline"].

The Group's first meeting, on 1 October, looked at the subject of 'GWR 4-6-0 tender locomotives'. Their 'format' will generally have a 'Facilitator' for each meeting's topic. The Facilitator will present a short 'paper' on the topic to lead others into a free discussion and a showing of models and reference sources relating to the topic. The topic at their 20 November meeting will be 'GWR Clerestory [pronounced 'clear story'] Coaches'.

The Group's Convener is Bob Burking who can be contacted on 09 354 3037.

Mainland European Modellers Special Interest Group

Keith Featherstone has had no response to his request, in the last issue of 'The Branchline', for anyone interested in a Mainland European Modellers Special Interest Group. There's still time to let him know that YOU are out there somewhere. Keith can be contacted on 09 401 1438

Alan Porter
Programme Coordinator

Slow Motion Signals . . .

. . . and other moving gadgets. On page 418-20 of September 'Railway Modeller' is described a novel method of operating signals, etc., using 'shape memory alloy' wire. Does anyone know of a source of supply? Replies to me for subsequent publication please.

Ted Thoday
Editor, 'The Branchline'

(There is a supplier in Melbourne, a Mr Sek, however I have his address in Melbourne which is not much use to me here in Sydney! This wire has been nicknamed 'muscle wire' and there is a book entitled "Muscle Wires Project Book" available from or distributed by Virtual Reality Products (Australia) Pty Ltd, PO Box 543 Padstow NSW Phone (015) 945 747 Fax (02) 9773 8157. Just before I left Melbourne, one of our members constructed a points actuator from this material - perhaps David could write a note on the results... Managing Editor)

An Invitation from the British Railway Modellers of Auckland

Make 1997 the year to visit New Zealand! Come to Auckland for Easter when the British Railway Modellers of Auckland are hosting their Biennial Convention.

Between Friday 28 March and Sunday 30 March 1997, there will be 'everything you would expect to find at a National Convention' - clinics, workshops, Convention banquet, layout tours, railway interest excursions in the area - and on Thursday 27 March, a day trip to Hamilton [two hours south of Auckland] to visit Bill Richmond's magnificent 13 metre x 13 metre 'finer than P4' LMS main line out of Euston, with Tring station and cutting, Bourne End and lots more. This is one of the great model railway layouts of the world, every bit as spectacular as Pendon and built to finer standards. This should not be missed.

Full details and Registration Form available from the Convention Convenor, David Reddick, 22 Salisbury Road, Birkdale, AUCKLAND 1310, Fax: 64 9 534 4268.

Locomotive Hauling Trials - 26 August 1996 Notes

Efficiency DBP/Gr % drawbar pull of locomotive divided by weight of locomotive [and tender] multiplied by 100

Electrical efficiency Gr/watt is a rough

measure of the efficiency of the motor in converting electrical energy into drawbar pull and is measured as follows:-

Drawbar pull of locomotive divided by voltage applied to rails, divided by current consumed by motor [amps]

Clearly, Keith Walsh's Athearn SD45 dressed up as a Westrail 'L' Class was the outstanding performer, hauling 190 grams [almost twice the next highest] or 42% of its weight. Unlike many Athearn locomotives, it seemed satisfied with less than 1.5 amps and this seemed to assist it to turn in a quite respectable electrical efficiency of 28 grams per watt. However, this could have been due to the fact that its current measurement was taken on a 10 amp full scale deflection meter rather than the 2.0 amp instrument usually used and the reading taken at the lower end of the scale might not have been all that accurate. All other current readings were taken on a more sensitive scale and are less likely to be in error.

Another feature was the excellent electrical performance of Geoff Mercer's DJH kit assembled 'Britannia' [a piece of Andrew Morling's handiwork]. Its Anchoridge motor ran almost on the smell of an oily electron, the locomotive was well up in the hauling ranks with 88 grams at the drawbar and it didn't half look good as well!

Some of Eric Kay's little locos had some trouble getting a reading on the dynamometer scale and this may point to some inaccuracies at the lower end of the scale on the instrument. It is probably about time that the instrument was recalibrated against a primary standard

I was interested to see how some of my LMS 3F locos went, by themselves and double headed [as was the common practice on the Midland Railway which spawned them]. When working double headed, the two locos pulled 30% more than the sum of their solo efforts. As the late Professor Julius Sumner Miller was wont to say, "Why is it so?"

Alan Porter
'Clerk of the Course'

Owner mm/ft	Manufacturer Arrgt.	Prototype Wt. [gr]	Scale tyres	Wheel drive	Loco pull [gr]	Tract. dbp/wt %	Tender Gr/watt	Drawbar Efficiency	Amps	Volts	Watts	Elect. Eff
Steam Outline - no traction tyres												
D. Walker	Hornby Dublo	SR Rebuilt 'West Country'	4	4-6-2	760	No	No	98	13	0.80	9.4	13
G. Mercer	DJH	BR 'Britannia'	4	4-6-2	659	No	No	88	13	0.16	8.0	69
G. Mercer	Hornby Dublo	BR Std. Class 4	4	2-6-4T	521	No	-	88	17	1.20	9.5	8
G. Mercer	Hornby Dublo	BR Std. Class 4	4	2-6-4T	518	No	-	54	10	0.70	7.0	11
G. Mercer	Hornby Dublo	LMS 'Duchess'	4	4-6-2	605	No	No	75	12	0.80	7.2	13
R. Green	Wills	SECR P Class	4	0-6-0T	163	No	-	40	25	0.26	6.5	24
R. Green	Hornby	LBSCR E2 Class	4	0-6-0T	138	No	-	29	21	0.17	9.2	19
R. Green	Bachmann	LMS Ivatt	4	2-6-2T	340	No	-	69	20	0.27	5.0	51
D. Walker	Triang	LMS 3F	4	0-6-0	267	No	No	50	19	1.30	10.0	4
A. Porter	Triang	LMS 3F	4	0-6-0	264	No	No	58	22	0.60	6.5	15
A. Porter	Triang	LMS 3F No. 43775	4	0-6-0	252	No	No	32	13	0.45	9.0	8
A. Porter	Triang	LMS 3F No. 43188	4	0-6-0	264	No	No	23	9	0.40	7.0	8
A. Porter	Triang	LMS 3F Romford wheels	4	0-6-0	297	No	No	21	7	0.27	6.0	13
A. Porter	Triang	LMS 3F No. 43775+43188	4	0-6-0	516	No	No	71	14	0.80	5.5	16
A. Porter	Hornby Dublo	LNER N2	4	0-6-2T	393	No	-	83	21	0.80	8.8	12
E. Kay	Grafar	GWR 'Castle'	2	4-6-0	83	No	No	1	1	0.36	9.0	0.3
E. Kay	Grafar	LNER A3	2	4-6-2	92	No	No	1	1	0.40	7.5	0.3
Steam Outline - with traction tyres												
F. Gladwin	Hornby	LMS Fowler 4MT	4	2-6-4T	262	Yes	-	76	29	0.26	10.0	29
F. Gladwin	Lima	GWR 'King'	4	4-6-0	405	Yes	Yes	67	17	0.28	5.2	46
F. Gladwin	Hornby	SR 'Battle of Britain'	4	4-6-2	454	Yes	No	95	21	0.27	6.3	56
Diesel/Electric outline - no traction tyres												
G. Durham	Atlas	SD24	3.5	Co-Co	428	No	-	95	22	0.39	7.4	33
K. Walsh	Bachmann Spectrum	GE Baby Trainmaster	3.5	Bo-Bo	370	No	-	85	23	0.45	10.0	19
K. Walsh	Athearn	SD45/Westrail 'L'	3.5	Co-Co	457	No	-	190	42	0.80	8.4	28
K. Walsh	Lifelike Proto	Illinois Central GP18	3.5	Bo-Bo	456	No	-	101	22	0.40	9.0	28
E. Kay	Lifelike	SD7/Westrail 'K'	2	Co-Co	81	No	-	10	12	0.17	4.0	15
E. Kay	Lifelike	E8/ANR GM	2	Co-Co	180	No	-	21	12	0.17	7.0	18
E. Kay	Lifelike	GP18/Westrail 'H'	2	Bo-Bo	87	No	-	24	28	0.32	10.0	8
E. Kay	Grafar	CI.47/ANR BL Class	2	Co-Co	92	No	-	2	2	0.15	4.5	0.7
Diesel/Electric Outline - with traction tyres												
K. Walsh	Powerline	VicRail S Class	3.5	Co-Co	312	Yes	-	58	19	0.23	5.5	46

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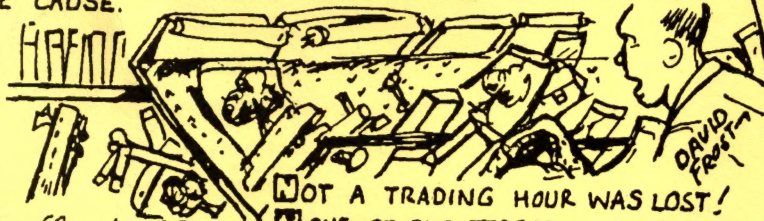
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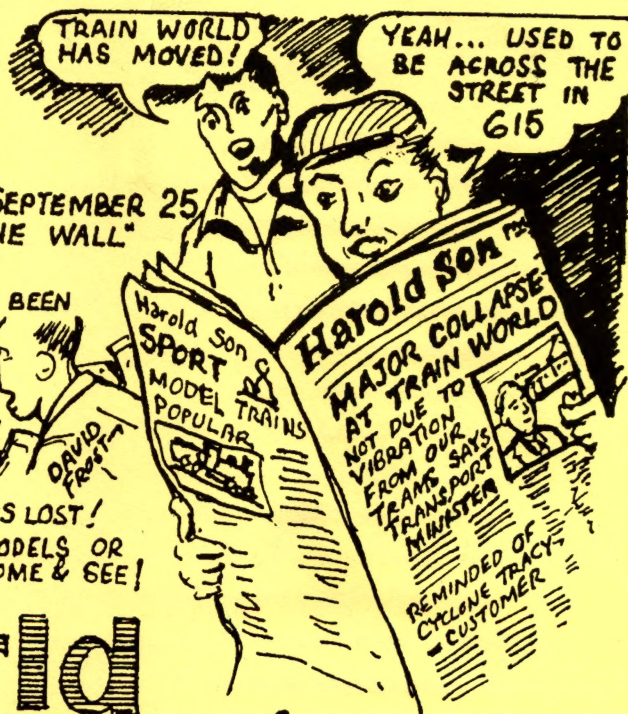
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